The Pittsburgh Daily Commercial.

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The Daily Commercial.

NEW YORK.

Life in New York—Its places of Amusement—Horace Greeley—Washington's Birth Day—Mayor Gunther and the Celebration—The Artist's Studio—Splendid Painting by Leutze for a Pittsburgher—The Ship Yard of Webb—The Novelty Works, &c.

Special Correspondence of the Commercial:

NEW YORK, Feb. 20, 1864.

Since my former letter to you the elements have been *in earnest* in this region, and so I learn they have with you. Keen, cutting weather has thinned out the promenaders upon Broadway, and the lumbering stages are, if possible, fuller than before. The ever gay New Yorkers have, however, seized upon this feature, as they do upon all others, to contribute to the everlasting craving for excitement which controls this people. Central Park skating ground is the great attraction, and thither the people of both sexes and all ages flock.

What a people! If some Yankee genius should invent a new dissipation and bring it to New York for sale, what a premium it would bring.

To one brought up among our staid folks in the valley of smoke and honest industry, this Eastern style of life appears painfully superficial and aimless. It is so in fact. It dazzles for a while, it is true; but if the education has been right and brains in the place prepared for them, it soon excites both disgust and pity. In so large a city there must be of course a due proportion of rational people who realize in some degree what they are placed on this planet for, and live to some useful purpose. But in the crowd these are lost sight of, and nothing strikes the eye of an observer but one giddy whirl—a senseless racing after transient amusement or vain exhibitions of personal pride. While business is being done during the day, the grand, the elegant, the exquisite part of this people monopolize idle recreation, having nothing in common with those who toil. But as soon as the shutters are up, matters are changed. A grand scramble begins, and all grades and stations are on the same race track. One class finds relief from ennui at the Opera, the ball, the club house or the most fashionable theatres; while the others, drown remembrance of the work hours in the theatres of lesser note, the museums, the negro minstrel halls, or those cheaper(?) than all sources of dissipation, the *gardens* or free concert saloons, which occupy almost every other cellar along both sides of Broadway. These places present a glaring invitation from beginning of gaslight to—perhaps morning for what I know. I have seen young girls trip down their stairs at the hour of midnight. At this same late hour I saw *an infant* of not over four years—a sweet faced little girl—pursuing her occupation of begging pennies from the few hurried passers by.

These things I speak of, because I know it is a common wish among the young people dwelling amidst our quiet hills and in other *less favored* districts than this, to behold and enjoy life in New York. It is not *life* in any true sense. It is crippling dissipation, at best, dwarfing mind and body at once—terminating mostly in death of all that is manly, noble and true.

Penetrating through this valueless crust one may come to something of the nature of heart and soul. In one of these efforts, I came upon one man who outweighs a hecatomb of the triflers I have been describing. I met that old war-horse of the *Tribune*, Greeley. One may always see him at the editorial rooms, away up stairs, of the building on Nassau street, at five o'clock in the evening. At that hour he makes his appearance, and labors for hours in a small and rather dingy room adjoining the general editor's quarters. His locks are whitening fast, but his countenance beams with benevolence and honesty of purpose. Sitting bolt upright in a hard, straight-backed chair, before a desk which almost reaches his chin, he elevates his arm to a right angle with the shoulder, and thus queerly produces upon paper those unintelligible (except to the types) twists and jerks which have so much strong purpose in them. He talks kindly to every caller, stopping his work if necessary, and impresses you at least with his humanity. As I looked upon this man, much belied, I said to myself, it *may* be that he is wrong at times in that marked head-piece, but when you trace downward towards the region of the *heart*, all is surely sound and pure. And if this could be said of all public men, truly, what could we require more to outsize all the nations that have ever existed?

On Monday we are to have some "carryings-on" here *in honor* of Washington's Birth-Day. Mayor Gunther, however, cannot appreciate the *honor* in the matter. By his reply to that pure body, the Common Council, declining to preside at the banquet, he tells them that he does not approve of squandering money on a feast by way of doing honor to Washington.

If he holds to this sort of doctrine throughout his term of office, he will be worthy of a monument. I am told that he very stoutly refuses to sanction payment of a bill for $700 *worth of kid gloves* used by the Council at Gen. Corcoran's funeral.

I had the pleasure of visiting the Artists' Studio building here. There I saw a splendid painting, now being finished by Lutze for a Pittsburgh gentleman of wealth and taste. It is a Venitian scene, and would take an artist's pen to describe, as well as his brush to create. Another, a rocky mountain scene by Leitz, was on exhibition here. This picture is being engraved. The painter told me he had several times been offered $10,000 for it.

I must speak briefly of the ship-yard of W. H. Webb, up the East river about a mile and a half from the battery. Two Italian war vessels are about finished, and pronounced splendid structures. The papers will inform you of a trial trip made by one of these on Friday. A large steamship, to run between Panama and San Francisco, is nearly ready for launching. She is 360 feet long. Standing upon her deck at the bow, we were some thirty feet above the roofs of the five storied warehouses facing the yard. Just along side is the monitor Dunderberg, now receiving her iron plating. This vessel's plates are the heavy forged slabs, such as your readers may have seen manufactured at Brown & Co's, in your city. They are placed vertically upon the sides of the vessel, inclining outward from the bottom toward the top of the plate. The tops of these plates are met in a mitred joint by those covering the roof of the vessel. The roof inclines inward from where the plates join, forming at the joint nearly a right angle.

The Dunderberg is a huge affair, and, from present appearances, will not be launched for months.

Adjoining this yard is the famous Novelty Works, but, beyond some immense steam cylinders which are altogether more ponderous than we of Pittsburgh are in the habit of seeing, I saw nothing more wonderful than one can witness any day at home.

There are no such foundries here, for size or beauty, as we have, and I should think a visit to one of our largest Rolling Mills in Pittsburgh would, to a stranger, be more interesting than almost any mechanical wonder in New York—unless it might be the mammoth ships under way; but shipbuilding is called an *Art*. And here I close for the present. H.

PHILADELPHIA.

Special Correspondence to Commercial.

Celebration of Washington's Birth-day—Funeral of a Naval Officer—Places of Business Closed—Large Amounts of Money to Volunteers—District Attorney Coffee.

PHILADELPHIA, Feb. 22.

We have passed through another anniversary of Washington's birth-day, and I have nothing more to say about it, any more than it came and went past as it ever has before, with due observance on the part of the people, and the streets blockaded with soldiers and civilians. We had only one new feature, I believe, this new year, and that was the presence of many "veterans" who mingled with the great military concourse, and thus made the occasion doubly interesting. The presence of Major-General Hancock, who reviewed the military, added much to the interest of the occasion, and taken all together, I presume the 22d this year passed off more pleasantly than ever before. The weather was very mild during the entire day, enabling spectators to stand on the street corners or sit in the windows without discomfort.

After the Anniversary pageant had passed out of Chestnut street, the funeral of Lieutenant Commanding Dawson Phenix, U. S. N., took place from the Washington House. The funeral procession was headed by Marines in the usual style, and then followed the hearse containing the body of deceased; after which followed his relatives and a large number of Naval officers in full uniform. The deceased was a native of Baltimore, and very well known in this city, he having latterly been doing duty as Ordnance officer.

There has been little or nothing going on with us to-day, excepting the general participation in the usual ceremonies of the day, business being suspended, unless it was among a few of the smaller retail stores. The Hall of the Corn Exchange Association was also closed, and the Custom-House, Mint, etc.

The City Treasurer reports that he paid out three hundred thousand dollars last week in bounties, which makes a grand total of over one millilon and seven hundred thousand dollars which have been paid out in city bounties. Each soldier receives two hundred and fifty dollars as city bounty besides the other amounts from Wards and National fund. The total number of men who have received this bounty is six thousand and eight hundred.

To-morrow there is to be a meeting of the members of the bar, who will pass the usual resolutions of respect, etc., relative to the decease of District Attorney Coffee. Mr. Coffee was forty-three years of age at the period of his death, and a bachelor. He was a native of Indiana county, in this State, graduated at Dickinson college, and studied for the ministry, but ultimately forsook that for the law.

ENROLLMENT OF VOTERS IN FLORIDA.—A letter from Jacksonville, Florida, says the enrollment of voters under the President's Proclamation has already commenced, and is going on finely. Gen. GILMORE was not quite ready to move on from Jacksonville when he did, but as the rebels had commenced to take up the railroad iron in Florida, to repair their broken-down roads in other places, he decided to move at once.

THE SOUTHERN CHURCH.

IN one of WILLIAM GILMORE SIMMS' poetical works occur the following rather striking stanzas expressive of the present state of the Church in some of the rebel towns:

The Church, like some deserted bride,
In trembling at the altar waits,
While raging fierce on every side
The foe is thundering at her gates.
No ivy green, nor glittering leaves,
No crimson berries deck her walls;
But blood, red dripping from her eaves,
Along the sacred pavement falls.

Her silver bells no longer chime
In summons to our sacred home;
Nor holy song at matin prime,
Proclaims the God within the dome.
Nor do the fireside's happy bands
Assemble fond, with greetings dear,
While Patriarch Christmas spreads his hands,
To glad with gifts and crown with cheer.

THE TENNESSEE BLACKSMITH.

A STORY OF THE WAR—COMPLETE.

Near the cross-roads, not far from the Cumberland Mountains, stood the village forge. The smith was a sturdy man of fifty. He was respected, wherever known, for his stern integrity. He served God, and did not fear man—and, it might be safely added, nor the devil either. His courage was proverbial in the neighborhood; and it was a common remark, when wishing to pay any person a high compliment, to say, "He is as brave as old Bradley." One night, toward the close of September, as he stood alone by the anvil plying his labors, his countenance evinced a peculiar satisfaction as he brought his hammer down with a gorgeous stroke on the heated iron. While blowing the bellows he would occasionally pause and shake his head, as if communing with himself. He was evidently meditating upon something of a serious nature. It was during one of these pauses that the door was thrown open, and a pale, trembling figure staggered into the shop, and, sinking at the smith's feet, faintly ejaculated:

"In the name of Jesus, protect me!"

As Bradley stooped to raise the prostrate form, three men entered, the foremost one exclaiming:

"We've treed him at last! There he is!—seize him!" and as he spoke he pointed at the crouching figure.

The others advanced to obey the order, but Bradley suddenly arose, seized the sledge-hammer, and barndishing it about his head as if it were a sword, exclaimed:—

"Back? Touch him not: or by the grace of God, I'll brain ye!"

They hesitated, and stepped backward, not wishing to encounter the sturdy smith, for his countenance plainly told them that he meant what he said.

"Do you give shelter to an abolitionist?" fiercely shouted the leader.

"I give shelter to a weak, defenseless man," replied the smith.

"He is an enemy!" vociferated the leader.

"Of the devil!" ejaculated Bradley.

"He is a spy! an abolitionist hound!" exclaimed the leader, with increasad vehemence; "and we must have him. So I tell you, Bradley, you had better not interfere. You know you are already suspected, and if you insist upon sheltering him it will confirm it."

"*Sus-pect-ed!* Suspected of what?" exclaimed the smith, in a firm tone, riveting his gaze upon the speaker.

"Why, of adhering to the North," was the reply.

"Adhering to the North!" ejaculated Bradley, as he cast his defiant glances at the speaker. "I adhere to no North!" he continued. "I adhere to my country—my whole country—and will, so help me God! as long as I have breath," he added, as he brought the sledge-hammer to the ground with great force.

"You had better let us have him, Bradley, without further trouble. You are only risking your own neck by your interference."

"Not so long as I have life to defend him," was the answer. Then pointing toward the door, he continued, "Leave my shop!" and as he spoke he again raised the sledge hammer.

They hesitated a moment, but the firm demeanor of the smith awed them into compliance with the order.

"You'll regret this morning, Bradley," said the leader, as he retreated.

"Go!" was the reply of the smith, as he pointed toward the door.

Bradley followed them menacingly to the entrance of the shop, and watched them until they disappeared from sight down the road. When he turned to go back into the shop he was met by the fugitive, who, grasping his hand, exclaimed:

"Oh! how shall I ever be able to thank you, Mr. Bradley?"

"This is no time for thanks, Mr. Peters, unless it is to the Lord; you must fly the country, and that at once!"

"But my wife and children!"

"Mattie and I will attend to them. But you must go to-night!"

"To-night!"

"Yes. In the morning, if not sooner, they will return with a large force and carry you off, and probably hang you on the first tree. You must leave to-night."

"But how?"

"Mattie will conduct you to the rendezvous, our friends. There is a party made up who intend to cross the mountains and join the Union forces in Kentucky. They were to start to-night. They have provisions for the journey, and will gladly share with you."

At this moment a young girl entered the shop and hurriedly said:

"Father, what is the trouble to-night?" Her eyes resting upon the fugitive, she approached him, and, in a sympathizing tone continued, "Ah, Mr. Peters, has your turn come so soon?"

This was Mattie. She was a fine, rosy girl, just passed her eighteenth birthday, and the sole daughter of Bradley's home and heart. She was his all—his wife had been dead five years. He turned toward her, and, in a mild but firm tone, said—

"Mattie, you must conduct Mr. Peters to the rendezvous immediately, then return, and we will call at the parsonage to cheer his family. Quick! No time is to be lost. The bloodhounds are upon the track. They have scented their prey and will not rest until they have secured him. They may return much sooner than we expect. So haste, daughter, and God bless you!"

This was not the first time that Mattie had been called upon to perform such an office. She had safely conducted several Union men, who had been hunted from their homes and sought shelter with her father, to the place designated, from whence they made their escape across the mountains into Kentucky. Turning to the fugitive, she said—

"Come, Mr. Peters, do not stand upon ceremony, but follow me."

She left the shop and proceeded but a short distance up the road, and then turned off in a by-path through a strip of woods, closely followed by the fugitive. A brisk walk of half an hour brought them to a small house that stood alone in a secluded spot. Here Mattie was received with a warm welcome by several men, some of whom were engaged in running bullets, while others were cleaning their rifles and fowling-pieces. The lady of the house, a hale woman of forty, was busy stuffing the wallets of the men with biscuits. She greeted Mattie very kindly. The fugitive, who was known to two or three of the party, was received in a bluff, frank spirit of kindness by all, saying that they would make him chaplain of the Tennessee regiment when they got to Kentucky.

When Mattie was about to return home, two of the party prepared to accompany her, but she protested, warning them of the danger, as the enemy were doubtless abroad in search of the minister. But, notwithstanding, they insisted, and accompanied her until she reached the road a short distance above her father's shop. Mattie hurried on, but was somewhat surprised upon reaching the shop to find it vacant. She hastened into the house, but her father was not there. As she returned to go to the shop, she thought she could hear the noise of horses' hoofs clattering down the road. She listened, but the sound soon died away. Going into the shop she blew the fire into a blaze; then beheld that things were in great confusion, and that spots of blood were upon the ground. She was now convinced that her father had been seized and carried off, but not without a desperate struggle on his part.

As Mattie stood gazing at the pools of blood, a wagon, containing two persons, drove up, one of whom, an athletic young man of five and twenty years, got out and entered the shop.

Good evening Mattie! Where is your father?" he said. Then observing the strange demeanor of the girl, he continued, "Why, Mattie, what ails you? What has happened?"

The young girl's heart was too full for her tongue to give utterance, and throwing herself upon the shoulder of the young man, she sobbingly exclaimed:—

"*They* have carried him off! Don't you see the blood?"

"Have they dared to lay hands upon your father? The infernal wretches!"

Mattie recovered herself sufficiently to narrate the events of the evening. When she had finished, he exclaimed:—

"Oh, that I should have lived to see the day that old Tennessee was to be thus disgraced! Here, Joe!"

At this, the other person in the wagon alighted and entered the shop. He was a stalwart negro.

"Joe," continued the young man, "you would like your freedom?"

"Well, Massa John, I wouldn't like very much to leave you; but den I'se like to be a free man."

"Joe, the white race have maintained their liberty by their valor. Are you willing to fight for yours? Ay, fight to the death?"

"I'se fight for yours at any time, Massa John."

"I believe you, Joe. But I have desperate work on hand to-night, and I do not want you to engage in it without a prospect of reward. If I succeed I will make you a free man. It is a matter of life and death—will you go?"

"I will, Massa."

"Then kneel down and swear before the ever-living God that, if you falter or shrink the danger, you may hereafter be consigned to everlasting fire!"

"I swear, Massa," said the negro, kneeling. "An' I hope that Gor Almity may strike me dead if I don't go wid you through fire and water and ebery ting!"

"I am satisfied, Joe," said his master; then turning to the young girl, who had been a mute spectator of this singular scene, he continued,

"Now, Mattie, you get in the wagon, and I'll drive down to the parsonage, and you remain there with Mrs. Peters and the children until I bring you some intelligence of your father."

While the sturdy old blacksmith was awaiting the return of his daughter, the party that he had repulsed returned with increased numbers and demanded the minister. A fierce quarrel ensued, which resulted in their seizing the smith and carrying him off. They conveyed him to a tavern half a mile distant from the shop, and there he was arraigned before what was termed a vigilance committee.

The committee met in a long room on the ground floor, dimly lighted by a lamp which stood upon a small table in front of the chairman. In about half an hour after Bradley's arrival he was placed before the chairman for examination. The old man's arms were pinioned, but nevertheless he cast a defiant look upon those around him.

"Bradley, this is a grave charge against you. What have you to say?" said the chairman.

"What authority have you to ask?" demanded the smith, fiercely eyeing his interrogator.

"The authority of the people of Tennessee," was the reply.

"I deny it."

"Your denials amount to nothing. You are accused of harboring an abolitionist, and the penalty of that act you know is death. What have you to say to the charge?"

"I say that it is a lie, and that he who utters such a charge against me is a scoundrel!"

"Simpson," said the chairman to the leader of the band that had captured Bradley, and who now appeared with a large bandage about his head, to bind up a wound which was the result of a blow from the fist of Bradley. "Simpson," continued the chairman, "what have you to say?"

The leader then stated that he had tracked the preacher to the blacksmith's shop, and that Bradley had resisted his arrest, and that upon their return he could not be found, and that the prisoner refused to give any information concerning him.

"Do you hear that, Mr. Bradley?" said the chairman.

"I do. What of it?" was the reply.

"Is it true?"

"Yes."

"Where is the preacher?"

"That is none of your business."

"Mr. Bradley, this tribunal is not to be insulted with impunity. I again demand to know where Mr. Peters is. Will you tell?"

"No."

"Mr. Bradley, it is well known that you are not only a member but an exhorter in Mr. Peters' church, and therefore some little excuse is to be made for your zeal in defending him. He is from the North, and has long been suspected, and is now accused, of being an abolitionist and a dangerous man. You do not deny sheltering him, and refusing to give him up. If you presist in this you must take the consequences. I ask you for the last time if you will inform us of his whereabouts?"

"And again I answer no!"

"Mr. Bradley, there is also another serious charge against you, and your conduct in this instance confirms it. You are accused of giving comfort to the enemies of your country. What have you to say to that?"

"I say it is false, and that he who makes it is a villain!"

"I accuse him of being a traitor, aiding the cause of the Union," said Simpson.

"If my adherence to the Union merits for me the name of traitor, then I am proud of it. I have been for the Union, am still for the Union, and will be for the Union as long as life lasts!"

At these words the chairman clutched a pistol that lay upon the table before him, and the bright blade of Simpson's bowie-knife glittered near Bradley's breast; but before he could make the fatal plunge a swift-winged messenger of death laid him dead at the feet of his intended victim, while at the same instant another plunged into the heart of the chairman, and he fell forward over the table, extinguishing the light and leaving all in darkness. Confusion reigned. The inmates of the room were panic-stricken.

In the midst of the consternation a firm hand rested upon Bradley's shoulder; his bonds were severed, and he hurried out of the open window. He was again a free man, but was hastened forward into the woods at the back of the tavern, and through them to a wagon, and driven rapidly off. In half an hour the smith made one of the party at the rendezvous that was to start at midnight across the mountains.

"John," said the smith, as he grasped the hand of his rescuer while his eyes glistened and a tear coursed down his furrowed cheek, "I should like to see Mattie before I go."

"You shall," was the reply.

In another hour the blacksmith clasped his daughter to his bosom.

It was an effecting scene—there, in that lone house in the wilderness, surrounded by men who had been driven from their homes for their attachment to the principles for which the patriot fathers fought and bled—the sturdy old smith, a type of the heroes of other days, pressing his daughter to his breast, while the tears coursed down his furrowed cheek.

He felt that perhaps it was to be his last embrace; for his resolute heart had resolved to sacrifice his all upon the altar of his country, and he could no longer watch over the safety of his own child. Was she to be left to the mercy of the parricidal wretches who were attempting to destroy the country that had given them birth, nursed their infancy and opened a wide field for them to display the abilities with which nature has endowed them?

"Mr. Bradley," said his rescuer after a short pause, "as you leave the State, it will be necessary in these troublous times for Mattie to have a protector, and I have thought that our marriage had better take place to-night."

"Well, John," he said, as he relinquished his embrace and gazed with a fond look at her who was so dear to him, "I shall not object if Mattie is willing."

"Oh! we arranged that as we came along," replied the young man.

Mattie blushed, but said nothing.

In a short time the hunted down Minister was called upon to perform a marriage ceremony in that lone house. It was an impressive scene. Yet no diamonds glittered upon the neck of the bride; no pearls looped up her tresses; but a pure love glowed within her heart as she gave utterance to a vow which was registered in heaven.

Bradley, soon after the ceremony, bade his daughter and her husband an affectionate farewell, and set out with his friends to join others who had been driven from their homes, and were now rallying under the old flag to fight for the Union, and, as they said, "Redeem old Tennessee."

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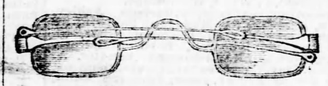
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PHILOSOPHICAL INSTRUMENTS,
CARBON OIL HYDROMETER,
DISTILLER'S THERMOMETERS,
SACCHAROMETERS, &c
IMPORTER OF
FINE FIELD GLASSES,
TELESCOPES, &c.
ARTIFICIAL HUMAN EYES
MADE TO FIT AND WARRANTED TO SUIT.
No. 58 FIFTH STREET,
Next door to Adams' Express Office.
se7

REMOVAL.

ON THE FIRST DAY OF APRIL,
I will remove my place of business to
No. 51 Fifth street, opposite the Theatre,
And will be prepared to give the public general satisfaction, with a well selected stock of Optical Goods, and a large supply of RUSSIAN PEBBLE SPECTACLES. They are warranted to strengthen and improve the SIGHT. Made and sold only by
J. DIAMOND, Practical Optician,
fe10 39 FIFTH street.

HOTELS.

"THE UNION" HOTEL,
ARCH STREET,
Between THIRD and FOURTH streets,
PHILADELPHIA.
T. S. WEBB & SONS.
THOS. S. WEBB,
FRANK R. WEBB,
JESSE H. WEBB. se11:1y

THE NATIONAL HOUSE,
FIFTH STREET.
M'KEESPORT, PA
This delightful Summer Resort is now open for the reception of VISITORS and BOARDERS. FAMILIES can be accommodated with BOARDING, during the Season, on very favorable terms. His TABLE is furnished with every delicacy which the market affords. It is easy of access by the Connellsville Railroad.
H. KLEINMAN.
M'Keesport, Sept., 1863.

THE BELLVIDERE HOUSE,
ED. EICHENLAUB,
PROPRIETOR,
NEAR SHARPSBURG. se19

DISSOLUTION OF PARTNERSHIP.—The Co-Partnership heretofore existing between the undersigned, under the name and style of SPANG, CHALFANT & CO., was dissolved by limitation on the first of January, 1864. The business of the late firm will be settled by the new firm of SPANG, CHALFANT & CO.
CHARLES H. SPANG,
JOHN W. CHALFANT,
ALEX. M. BYERS,
CAMPBELL B. HERRON.
February 4, 1864. fe5:1m

DISSOLUTION.
The Firm of CLANEY, MESKIMEN & CO. has been dissolved this day by mutual consent, J. MESKIMEN having withdrawn from the firm.
W. M. CLANEY,
CHAS. A. SHAEFFER,
J. MESKIMEN.
PITTSBURGH, Dec. 23, 1863.

In withdrawing from the above firm I cheerfully recommend my late partners to my friends and the public.
J. MESKIMEN.
PITTSBURGH, Dec. 23, 1863.

We have this day associated with us in the Coal Business, HUGH CLANEY, Esq., under the name and style of W. M. & H. CLANEY & CO.
W. M. CLANEY,
CHAS. A. SHAEFFER,
PITTSBURGH, Dec. 13, 1863.

W. M. & H. Claney & Co.,
Shippers and Dealers
IN COAL, COKE, EASTERN AND COMMON LIME, FIRE BRICK, FIRE CLAY, TILE PLASTER AND CEMENT.
All orders left at our Yards,
Nos. 523 & 697 Liberty St., Pittsburgh.
And Corner of Anderson street and South Common, and 323 Leacock street, ALLEGHENY, will receive prompt attention.
Terms—CASH. de29:tf

SAVE YOUR POSTAGE.
AT PUBLISHER'S RATES:
Eastern Weekly Papers,
Monthly Magazines and other publications,
Subscriptions received at Publishers rates at
PITTOCK'S,
Opposite the Postoffice.
50 kinds of Photograph Albums;
1000 " " Card Photographs;
200 " " Pocket Books and Wallets;
50 " " Diaries for 1864—at
PITTOCK'S,
Opposite the Postoffice.
ja8

CHANGE OF BASE.
MESKIMEN, NORTON & CO.,
Coke, Coal and Lime.
Having purchased Mr. James Reno's coal yard, west end of the South Commons, just below the Pearl Mill, Allegheny city, we are prepared to furnish the public in either city with superior Coal, Nut Coal or Slack, Connellsville Coke, white or common Lime, Fire Brick, Fire Clay, or Tyle. Having Cars of our own on the roads, both East and West, we are prepared to furnish our regular Western customers and others with Connellsville Coke or Youghiogheny Coal with promptness, and at the lowest rates. We flatter ourselves that the Connellsville Youghiogheny Coal, for iron workers, is unsurpassed, being free from sulphur.
Address Pittsburgh or Allegheny Post office, or our Coal Yard, South and West Commons, Allegheny city. ja4

MACKEREL—Large and medium, Nos. 1, 2 and 3, for sale by
ja2 MILLER & RICKETSON.

JAMES IRWIN,
Manufacturer of
OIL OF VITRIOL AND AQUA AMMONIA.
Orders left at John Porterfield and Co.'s office, corner of Market and First street, will receive prompt attention. se6

RESTAURANTS.

PETER WILBERT'S
Restaurant and Eating Saloon,
No. 32 Diamond, Pittsburgh, Pa.
The best of Liquors, Ales, and Wines kept constantly on hand, together with all the delicacies of the season. MEALS served up at all hours. feb1:1y

HENRY SHALER'S
Monongahela Restaurant and Eating Saloon,
No. 19 SMITHFIELD street, Pittsburgh, Pa.
The very best of Shell and Can OYSTERS served up in every style, together with all the delicacies of the season. de29:3m

PH. BABINGER,
RESTAURANT AND EATING SALOON,
No. 20 Market street.
The very best of Shell and Can Oysters served up in every style, together with all the delicacies of the season. Warm LUNCH every morning. ja21:tf

ELI YOUNG'S
Restaurant and Eating Saloon,
Nos. 129 & 131 SMITHFIELD street,
PITTSBURGH, PA.
The very best of SHELL and CAN OYSTERS served up in every style, together with all the delicacies of the season. sep7:1y

OPEN AGAIN.---E. REINEMAN'S
DUQUESNE EATING HOUSE,
No. 67 SMITHFIELD street, Pittsburgh, Pa.
Enlarged and fitted up in elegant style. All delicacies of the season always on hand.
Delicious OYSTERS, first of the season.
oct7:1y

VIERHELLER & ROESSING'S
BROADWAY SALOON RESTAURANT,
No. 64 FIFTH street,
Odd Fellows Hall Building,
se7:1y PITTSBURGH, PA.

JOHN MEYER'S
Restaurant and Eating Saloon,
No. 46 Smithfield street,
oc28:1y PITTSBURGH.

C. R. LEONHAUSER & J. J. ROEMER, the latter formerly of Eli Young's Exchange, have just opened a
Restaurant and Eating Saloon,
at No. 130 SMITHFIELD st., near Virgin alley, where they will keep always on hand fresh Shell, Bucket and Can OYSTERS, and will serve up all the delicacies of the season. Prices 20 to 25 per cent. lower than any house in town. Meals served up at short notice. Give us a call.
no28:tf C. R. LEONHAUSER & CO.

BOWERY SALOON,
No. 48 FIFTH street, next door to Theatre,
PITTSBURGH, PA.
JAS. S. WILLIAMS.....Proprietor.
se7:6m

HENRY BENDER'S
Exchange Restaurant and Oyster Saloon,
No. 241 Liberty street,
PITTSBURGH, PA.
The choicest products of the market served up. OYSTERS in every style. no24:6m

HENRY ZIMMERMANN'S
RESTAURANT AND EATING SALOON,
No. 95 PENNSYLVANIA AVENUE, Corner Federal and Fourth streets, Pittsburgh, Pa.
The choicest WINES, ALES, BEERS and LIQUORS kept constantly on hand. [no25:3m

UPHOLSTERY.

HOLTZMAN & WIEDERHOLD,
(Successors to J. Seibert.)
PRACTICAL UPHOLSTERERS,
No. 160 THIRD street,
PITTSBURGH.
Manufacturers and dealers in Curtains, Cornice, Bands, Shades and Blinds, Mattresses, Comforts, Cushions, &c.
Particular attention paid to Steamboat work. Carpets fitted and laid to order. se11:6m

E. EDMUNDSON.....W. R. BATEMAN.
EDMUNDSON & CO., UPHOLSTERERS, Nos. 96 and 98 THIRD street, near Wood, Pittsburgh, Pa., manufacture and keep on hand every article in their line, viz: Curtain Goods, Ornaments, Fringes, Tassels and Cords, Comforts and Beds, Patent Spiral Spring, Hair, Cotton, Husk and Straw Mattresses, &c. Also, dealers in Wall Papers, Fire-board Prints, Window Shades, &c., &c. se7

SAW MILLS.

M'CLOY & BRO.,
MANCHESTER SAW MILL,
Dealers in all kinds of
Sawed Lumber, Palings, Decking, Lath, &c.
ALSO,
MANUFACTURERS OF NAIL KEGS,
Beaver street, near Sheffield, Manchester, Pa.
no19:1y

A. & D. L. PATTERSON,
MANCHESTER SAW MILLS,
Between Beaver street and Ohio river.
MANCHESTER, PA.
Orders for all kinds of Lumber for Building, Boat Siding, Deck Plank, Lath, Palings, &c. sep7

MISCELLANEOUS.

CHARLES ROEDEL.....HENRY DAEWERITZ.
ROEDEL & DAEWERITZ, No. 139 THIRD street, between Wood and Smithfield, Pittsburgh, manufacturers of BREWERS' KETTLES, STILLS, OIL TUBES, COPPER PUMPS, STEAM AND ESCAPE PIPES, MALT KILNS, and all kinds of Copper, Sheet Iron and Blacksmith Work. Also, German Silver and Wooden Framed Show Cases, of all sizes and styles. ja5:tf

EAGLE TANNERY.
CHARLES KIEFER,
Office: No. 68 Wood street, Pittsburgh,
MANUFACTURER OF
Oak-Tanned Harness, Bridle, Skirting and
SOLE LEATHER,
WAXED UPPER, KIPS AND CALF SKINS.
Also, keeps for sale Pink and Pad Skins prime article Goats' Hair, for Saddlers' use. The highest price paid for leather in the rough. Green Hides and Calf Skins.
Best quality TANNERS' OIL on hand.
oct28:6m

CHRIST. LAPPE,
KEYSTONE TANNERY,
Corner of Chestnut and O'Hara streets,
se28:6m ALLEGHENY CITY.

PATTERSON'S BAZAAR
LIVERY AND SALE STABLES.
W. S. JACKSON,
117 Fourth St., Near Smithfield,
1e8 PITTSBURGH, PA.

GOLD AND STOCK PURCHASES
IN NEW YORK.
R. H. Gallaher & Brother,
BROKERS,
No. 18 William street,
NEW YORK.
BUY and SELL GOLD, STOCKS and other SECURITIES, at all the STOCK BOARDS, and fill Telegraphic or Mail orders with promptitude. They attend regularly the EVENING STOCK EXCHANGE, Fifth Avenue Hotel, and any dispatches addressed to them there, after 7 p. m., and up to 10 p. m., will meet with attention.
N. B. Correspondents will have to remit the necessary margins which will be placed to their credit in the UNITED STATES TRUST COMPANY. fe3:tf

J. M. CORNWELL.....SAMUEL KERR.
CORNWELL & KERR,
Carriage Manufacturers,
SILVER AND BRASS PLATERS,
and manufacturers of
Saddlery and Carriage Hardware,
No. 7 St. Clair street, and Duquesne Way, (near the Bridge

SPECIAL NOTICES.

Purviance's Photograph Rooms, corner of Fifth and Market streets, 2d and 3d stories, over Richardson's jewelry store, Pittsburgh, Pa. Photographs of every style, plain or colored, from the popular *carte de visite* to cabinet and life-size. Mr. Purviance would particularly call the attention of the aged and infirm to the easy accessibility of this establishment, being reached by a single short flight of stairs. Prices moderate, and satisfaction guaranteed.

The Daily Commercial.

WEDNESDAY, FEBRUARY 24, 1864.

Publication Office, 72 and 74 Fifth Street, (2d Floor) Opposite Postoffice.

PRINTED AND PUBLISHED BY
The Pittsburgh Newspaper and Printing Company.

THREE HUNDRED Rebels have been captured near Helena, and sent to Nashville by Gen. Buford, during the present month.

THE PIRATE ALABAMA.—A dispatch from Boston, on Friday, says a Calcutta letter, of January 5th, gives the information that the British ship Pearl, at that port, had spoken the pirate Alabama, on the 3d inst., thirty miles south of Sand Heads.

PARSON BROWNLOW is reported to be dangerously ill at Knoxville. A letter says: "His recovery is a question of serious doubt. He says, however, that he is not going to give up the ghost until every leader swings and the Union is restored. He is confined to his room, and much of the time to his bed."

ALTON FAIR.—Generals Rosecrans and Fiskes, with their staffs, went to Alton on the afternoon of the 22d, for the purpose of inaugurating the Alton Sanitary Fair, which was to open on that evening. They will also inspect the old Illinois Penitentiary at that place, now used as a military prison, containing some two thousand secesh prisoners.

CAIRO.—The steamer Graham, from Memphis, with ninety bales of cotton for St. Louis, had arrived at Cairo on the 21st. She brings the news that 12,000 bales of hay were burnt at Memphis on the evening of the 20th. The hay was valued at $200,000, and belonged to G. Coohrane & Co. Another account says it had been delivered to the Government.

OLD REGIMENTS RETURNING.—The old regiments are returning from their thirty days furlough home, with an average of one hundred and forty new recruits each. Very nearly one hundred and ten thousand new recruits have been formally mustered into the service since the 1st of November last, and many more thousands are known to be enlisted, although not yet mustered in. The last two weeks the enlistments have averaged 1,800 a day.

FOUR REBEL OFFICERS CAPTURED.—A dispatch dated the 22d, from Cairo, says:—The gunboat Conestoga, four miles below the mouth of Red River, captured four rebel officers, two of them Colonels, while attempting to cross the river, with a large rebel mail, two hundred thousand dollars in New Orleans money, thirty bales of cotton, a number of mules, horses and wagons. The property was delivered to the Quartermaster at Natchez. The prisoners were retained on the gunboat.

ATTORNEY GENERAL'S INSTRUCTIONS.—Acting Attorney General COFFEY has issued instructions to the U. S. District Attorney to discontinue proceedings commenced or pending in the District or Circuit Courts of the United States against a person charged with acts of rebellion, whenever such person shall produce satisfactory evidence that he has, in good faith, taken the oath and complied with the conditions prescribed by the President's Proclamation of the 8th of December, 1863.

LECTURE.—It will be seen by the correspondence in this paper that FELIX R. BRUNOT has consented to deliver a lecture at Dr. CLARE'S Church, on Monday evening next, at half-past seven o'clock. Subject, "Our Soldiers." The lecture is for the benefit of the Soldiers' Aid Society. It would seem that the eminent abilities of the lecturer, and the noble and patriotic purpose to which the proceeds of the house are to be applied, would be amply sufficient to warrant a very large audience. There is little doubt but the building will be filled to its utmost capacity.

REPORTED VICTORIES.—Official information has been received that the rebels have been defeated in an attempt to cross the Tennessee River. The Union forces were commanded by General Dodge, and the rebels were supposed to belong to Roddy's command. Another report, almost too good to be true, and yet wanting confirmation, although supported by figures, which are said never to lie, gives us to believe that General Sherman has beaten Polk at Brandon, and captured twelve thousand prisoners.

Brandon is twenty miles east of Jackson, in Mississippi, and is the point from which Grant took his departure eastward at the moment when Sherman's secret movements puzzled the conjectures of all who were engaged in watching the expedition from Vicksburg.

LOUISIANA ELECTION.—The election for State officers took place, in Louisiana, on Monday. The qualifications of voters, were the oath of allegiance, with the conditions affixed to the elective franchise by the Constitution of the State. Another election will be held in that State on the first Monday of April proximo, for choosing delegates to a Constitutional Convention, "in order that the organic law of the State may be made to conform to the will of the people and harmonize with the spirit of the age, as well as to maintain and preserve the ancient landmarks of civil and religious liberty." Messrs. ROSELINS, HAHN and FLANDERS are the candidates for the principal offices. HAHN, lately Union M. C. under Gen. BUTLER will be elected.

IRON-CLAD NAVY YARD.—A writer, who appears to be posted in regard to the opinions of U. S. Senators, in regard to the locality of the proposed Iron-clad Navy Yard, says that a majority of the Senate is favorable to the New London location of the new Navy Yard. It is well known that, whether from their superior activity or from the influence exerted by their Senators, a much larger proportion of government contracts have been given to New England than to any other section of the country. In fact, New England has been pretty much "running the machine" since the disruption of the Union, so far as shipbuilding and profitable contracts are concerned, and now to allow them to carry off the Navy Yard would be doing great injustice to the great coal and iron interests of Pennsylvania. Is it right that four Navy Yards should be located east of the Hudson and but one south, and that the contracted and illy-contrived yard of Philadelphia? At present the Delaware seems to be the only suitable waters within loyal territory, and as it is presumed that the coast of the Southern States, both during the war and after its termination, will require more active duty from the navy than the Eastern States, why not locate the most prominent yard near the point where active duty will be required as is consistent with the loyalty of the locality?

Our Railroad Connections.

In these days of railroads, when those thoroughfares are, to a great extent, taking the place of rivers, it cannot but be a matter of great importance to commercial and manufacturing cities to keep an eye upon their railroad connections. When rivers were the arteries of commerce the case was different. Where nature located a river, there it remained forever. Its course could not be changed, and no new one could be made. A city that had one flowing by it could rest content, and laugh at its neighbors which were not so fortunately situated. But this is so no longer. In a few months, as things now are, a river, for purposes of transportation, may be almost as good as dried up by a railroad, and its commerce turned into a new channel.

For facilities of navigation Pittsburgh was, and still is, unmatched by any inland city in the Union; but those facilities, through the influence of railroads, have to a considerable extent lost their importance, and they bid fair to still lose it farther and farther. Railroads are being taken across the country in all directions, and wherever they go, there commerce and travel follow them. The situation of Pittsburgh renders her peculiarly liable to be affected by the opening of railroads, and the consequence is that, with all her advantages of navigation, she is not out of danger of being stripped of her commerce by the creation of these new channels. We can, therefore, no longer rest in security. She must watch diligently the various railroad movements in the country, and protect herself against them by counter movements, or she must suffer the consequences of having become an out of the way place.

Casting our eyes upon the map, the first thing that arrests our attention is the Great Western Broad Guage Railway. That enterprise has never been equalled by any other in this country. Noiselessly, stealthily, but persistently, it has crept along until it has, from New York, crossed over Pennsylvania into Ohio, and on towards the Mississippi, and has opened up between the great seaport of the east, and the great grain-growing valley of the west, the grandest highway that is to be found any where in the world. A few years ago we were excited almost to a phrenzy because the Hempfield Railroad threatened to open south of us a highway between the east and the west. On that occasion our efforts, especially in the way of making speeches and passing resolutions, were untiring. If making speeches and passing resolutions had been sufficient for the purpose, neither a single traveller nor a single pound of produce, or merchandise, would have ever passed east or west, any other way than through our city. But no people ever saved themselves in that way, and while the constitution of nature remains as it is, none ever will. In this jostling, striving world, deeds not words avail; those that act, not those that talk, succeed. It was at least the case with us. All our speeches and resolutions ended in nothing. But that, it would seem, was not the worst of it. They so exhausted us, left us so torpid, it appears, that while the Great Western Road wrs passing by almost as near us on the north as the Hempfield threatened to do on the south, and with a risk to us ten-fold greater than that of the Hempfield, we never so much as opened our eyes; never so much as made a speech or passed a resolution.

The opening of the Great Western road cannot but be a serious blow to us. It will of necessity take by us much trade and travel which, only for it, would have stopped here, and much which, while it would not have stopped here, would have looked in upon us as it went on its way. The Great Western, however, as well as the other New York roads, aim principally at the Northwest, and leave the Southwest, to a great extent, untouched; and we may yet, if we will, secure the trade of all that part of the West lying south of the Ohio, with comparatively little cost.

There is now, if we do not greatly err, a continuous railroad connexion with the exception of three short intervals, all the way between Pittsburgh and Nashville, and Pittsburgh and Memphis. Pittsburgh is now connected with Bellair by the "Circumbendibus." That, it is true, is a round about way, but it could be easily and cheaply remedied by furnishing the Chartiers Valley road. From Bellair to Marietta there is no railroad; but the distance is not so great and the gap could be closed without much expense. From Marietta to Portsmouth, there is no railroad connexion. From Portsmouth to Maysville there is none. Here, however, the distance is also small, and the two places could be connected with a comparatively small outlay. From Maysville to Paris, there is a railroad partly constructed which it would cost but a small amount to complete. From Paris, via Lexington to Danville, there is a railroad. From Danville to Murfordsville there is no railroad, but there again the distance is small, and the gap could be easily closed. Between Murfordsville and Nashville there is now a railroad, and the same is the case between Murfordsville and Memphis. Coming back to Danville, there is at present a military railroad being erected to connect with Knoxville and the various railroads of which that city is the centre. Now, by looking at the map it will be seen that the route we have indicated is straighter, perhaps, than any other of the same length in the United States; and every intelligent person knows that the country which it will open up, for extent, fertility, varied resources, and wealth, is not excelled even by the Northwest. Ought we not then to bestir ourselves to secure a direct railroad connexion with it?

But Pittsburgh is not alone interested in this matter—Philadelphia is equally interested in it, and the Pennsylvania Railroad is even more interested in it than either of these cities. That road has ever exercised a liberal, wise, far-reaching policy. It has never failed to aid any railroad enterprise which, while it was calculated to be a general benefit, promises to promote its own interests. It seems to us that it never gave aid to an enterprise that could be of so great benefit to the public or itself as the making of the connections we have pointed out would be. And we respectfully call the attention of the Pennsylvania road, of Pittsburgh and of Philadelphia to the matter.

A FAT TAKE LOST.—AUSTIN B. WILLIAMS, a highly respected printer, for twelve years past an employee of the N. Y. *Times*, died of appoplexy on the 21st inst. He weighed four hundred and twenty pounds, and it took seventeen yards of broadcloth to make him an out-fit. He was very temperate in his habits, neither drinking or using tobacco. His humor and wit is said to have been of a superior order. BARNUM often sought him for his popular resort, but his exceeding sensitiveness would never permit him to become an object of popular curiosity. He was very bashful in ladies' society.

ARRIVED AT CAIRO.—The steamer Olive Branch, from New Orleans, on the 15th, with ninety-one bales of cotton and a large lot of sugar and molasses for St. Louis, and the 2d Illinois Cavalry, Col. Mudd, veteran volunteers, on board, had arrived at Cairo on the 22d inst.

"JENKINS" or some other person says that at the last reception at the White House, Mrs. Lincoln "was attired with elegance and taste in a silver-colored silk, heavily draped with rich black lace, and wore a necklace of pearls, having upon her head a wreath of white flowers."

LATEST BY TELEGRAPH.

OUR SPECIAL DISPATCHES.

Telegraphic Correspondence of Commercial.

WASHINGTON.

WASHINGTON, Feb. 23.

The Whisky Bill.

The Conference Committee on the Whisky bill made a report as stated in last night's dispatch. The report having been agreed to in the Senate, it was sent to the House.

After a few explanatory remarks from Mr. Stevens, Mr. Washburne made a strong speech dissenting from the action of his colleagues on the Committee, urging that the report be non-concurred in, and advocating a tax of twenty cents on stock on hand, and a sliding scale of eighty cents and one dollar.

Fernando Wood stated that he agreed with the report of the Conference Committee, because the Committee could not, under Parliamentary law, re-open the question of taxes on stock on hand, there being no disagreement between the two Houses on that point.

Mr. Washburne contended that under the circumstances the Committee might still have imposed a tax on stock on hand.

The Conference report was then rejected: yeas 57, nays 86, as follows:

YEAS—James C. Allen, Ancona, Baily, Blow, Cobb, Cole, Cravens, Davis, (of Md.,) Dawson, Dennison, Eldridge, English, Fenton, Finck, Griswold, Harrington, Holman, Hooper, King, Low, Lazear, Long, Marvin, McAllister, McIndoe, McBride, Middleton, Miller, (of Pa.,) Morris, (of Ohio,) Leonard, Myers, Nelson, Noble, O'Neil, (of Pa.,) O'Neil, (of Ohio,) Orth, Patterson, Pendleton, Perry, Pomeroy, Rice, (of Mass.) Robinson, Schenck, Scott, Shannon, Stevens, Smithers, Stiles, Stronse, Van Valkenburg, Voorhees, Whaley, Wheeler, C. A. White, Wilder, Winfield, F. Wood, Woolbridge.

NAYS—Alley, Allison, Anderson Ashley, Arnold, Baldwin, (of Michigan) Baldwin, (of Massachusetts) Baxter, Bearman, Blair, (of West Virginia) Boutwell, Boyd, Brandegee, Brooks, Brown, (of Wisconsin), Chandler, A. W. Clark, Clay, Cox, Creswell, Dawes, Denning, Dixon, Driggs, Eckley, Eden, Edgerton, Elliot, Farnsworth, Frank, Ganson, Gooch, Grinnell, Grider, Hale, Harding, Harris, (of Maryland) Herrick, Higby, Hubbard, (of Connecticut) Hubberd, (of Iowa) Hubbard, Hutchins, Johnson (of Ohio), Julian, Kalleteish, Kassen, Kellogg (of Mich.), Kellogg (of N. Y.), LeBlond, Loan, Longyear, Mallory, McClurg, McDowell, Miller (of N. Y.), Moorhead, Morris, Morrison, Amos Myers, Norton, Odell, Perham, Pike, Price, Randall (of Ky.), Rollins (of N. H.), Ross, Scofield, Sloan, Spalding Starr, Stebbins, Stuart, N. Y., Sweat, Tracy, Upson, Wadsworth, Ward, Washburne (of Ill.), Washburne (of Mass.), Webster, Joseph W. White, Williams, Wilson, Windom.

Mr. Washburne then moved another conference, which was carried, and Washburne, Kasson and Dawson were appointed.

The House then went into a committee of the whole on the naval appropriation.

Mr. Blow made a speech on Missouri affairs, criticising Gen. Schofield's administration and the President's action in reference thereto, and commenting sharply on Mr. Blair's recent speech on the Confiscation Bill. In the course of his remarks he said that Blair was once on a committee on resolutions at a public meeting in St. Louis, in which the President was memorialized to remove Gen. Schofield, and he (Blair) voted for such a resolution.

Mr. Blair interrupting him denied the statement in toto.

Mr. Blow reiterated, and said he could produce witnesses who were Mr. Blair's political friends, who would confirm his statement.

Mr. Blair again denied, positively, that he had ever voted for or countenanced such a resolution.

Mr. Blow also affirmed that Jeff. Davis had recently, in reply to a memorial from France on the subject of emancipation, stated that the South was not quite ready to emancipate and arm negroes, but that events in the Confederate States were rapidly tending to that end.

Mr. McDowell, of Indiana, made an intense Copperhead speech, stating that the South could never be conquered if the war continued.

Postmaster Baum.

For some time efforts have been making, principally by business men of Cincinnati, for the removal of Postmaster Baum. To-day the Ohio Senators were astonished by the reception in executive session of the nomination of Frederick Mayer as his successor. Secretary Chase and the members of the House from Ohio were as ignorant of the intended change as the Senators. The impression is that the nomination will not be immediately confirmed, or at least be strenuously opposed by the Ohio Senators.

Rumors Unfounded.

The rumors circulating here to the effect that Chase tenders his resignation in consequence of the publication of Pomeroy's letter, is unfounded.

Progress of Volunteering.

Provost Marshals from various points report that the recruiting business is very much impeded by the impossibility of paying bounties with large interest bearing treasury notes sent to them exclusively of late. They find it impossible to get them changed for small bills. Secretary Chase says that he cannot remedy the evil.

Confirmations.

The following nominations were confirmed in Executive Session: George F. Seward, N. Y., Consul General, Shanghai; Franklin Chase, Maine, Consul General, Tampico; George P. Hausen, Illinois, Consul, Elsinore; Aaron G. Brigham, Michigan, Consul, Verviers, Belgium; Richard E. Morse, Iowa, Consul, Curacoa; Benjamin F. Hall, Colorado, Consul, Valparaiso; Jay T. Howard, Pa., Consul, Naples; B. L. Hill, Michigan, Consul, San Juan del Sur; Wm. H. Blake, Indiana, Consul, Manzanilla; Winston J. Trowbridge, Connecticut, Consul, Barbadoes; Albert Rhodes, Pa., Consul, Jerusalem; Albert G. Riddt, Ohio, Consul, Matanzas; Geo. W. Tefft, Maine, Consul, Stockholm; Willam W. Nevison, Ohio, Consul, Bayonne; Lawrence Uyon, Surveyor General, California; Frederick H. Pifer, Assessor Internal Revenue, 12th district, Illinois; Horatio N. Marsh, Deputy Postmaster, Joliett, Illinois. Also a large number of Quartermasters and Paymasters in the army and Engineers in the navy. V.

President Lincoln's Speech at the Opening of the Patent Office Fair.

WASHINGTON, Feb. 23.—At the opening of the Patent Office Fair last night, after Mr. Cruttenden had delivered his speech, Major B. B. French read a patriotic poem, which was loudly applauded. Loud calls then being made for President Lincoln, he stepped forward and said that he appeared before the audience to apologise for not speaking, rather than to speak. He thought that the Committee had practised a little fraud on him, for they did not intimate, when they came to see him in the morning, that they expected him to speak, therefore he had come before the audience totally unprepared to say anything. It was talking him at a great disadvantage after the eloquent speech of Mr. Chittenden and the poem of Mr. French. There was a great objection, he might also add, to his saying anything, for necessarily, in consequence of his position, everything went into print. (Laughter and applause.) If he made any mistake it might do both himself and the nation harm. (Applause.) He therefore hoped that the audience would excuse him, and expressed his desire that the charitable enterprise in which they were engaged might be abundantly successful. (Applause.)

Captain Scheetz's detective have lately ferreted out several lots of rebel letters. The vigilence of this force has made epistalary communication quite perilous. By their activity, they have also captured quite a quantity of contraband goods in several different places. We understand they have found that a member of the Maryland Legislature, who lives in Southern Maryland, has secreted a quantity of arms, ammunition, rebel flags, &c.

Interesting from Salt Lake City.

ST. LOUIS, Feb. 22.—The *Democrat's* Salt Lake City correspondence dated 6th says, desperate bands of highwaymen exists along the road from Salt lake to Bannock Mines, who rob and murder returning miners. Sometime since the citizens of Bannck formed a Vigilance Committee who have hung 13 robbers, including Henry Plummer, their captain and Sheriff Bannock, and Stinking Water Mines Buck Stenson, Deputy Sheriff and Geo. Lane, Deputy Sheriff of Virginia City. Twelve names are still on the list in the hands of the Vigilance Committee, who will be treated in the same manner as the others, when caught.

Artemas Ward and Dr. Hengston, his agent was captured by a band of Indians while on excursion to Salt Lake, but were released by the efforts of Governor Reed and Brigham Young.

Sixteen stores and dwellings in Canton, Missouri, were burned, loss $55,000, insurance about $5000.

[For the Pittsburgh Commercial.

"Political Preaching."

What is meant by Political Preaching? Simply the preaching against Southern Slavery and the Allies that uphold it. To preach from the texts, "Undo the heavy burdens and let the oppressed go free;" "Proclaim deliverance to the Captives;" "I come to break the bonds of the Oppressor," such is denounced by the defenders of human bondage, as "Political Preaching."

A correspondent of the Pittsburgh *Post*, in a late article on this subject, alluding to Theodore Parker, says:

"It is not surprising that those who agree with Mr. Parker's views of sacred and secular things, should seek to pervert religious worship by insisting on political preaching."

A greater fallacy was never propagated—a fallacy which has been so fatal to the highest and best interests of the human race—than that which divorces religion from justice; in other words, which assumes that any religion or religious worship can be acceptable to the Infinite Mind, or ennobling and inspiring to man, that leaves out, or ignores the principle and practice of Justice and Equity between man and man. As well say that an individual may be truly religious and at the same time be a freebooter or a highwayman. "He is false to God who is false to man." He that loves not Justice, Equity, Goodness, loves not God; for these are attributes of God's character. Such is the simple, but true test of all religions. He who will ask *freedom for himself* and deny it to others, is utterly wanting in magnanimity and nobility of soul—he is a tyrant. They who oppress the poor—who practice deeds of injustice and inhumanity toward any people or race—notwithstanding they may be very saints in their professions of love to God, and in all the forms and ceremonies of religious worship—yet the spirit of Christ, the religion of the good Samaritan, the principles essential to the redemption of the nations, they do *not* posses. Being great sticklers for the letter which killeth, they reject "the spirit which giveth life."

Such has been the religion that has advocated slavery as a divine institution, and which pronounces all those who are laboring to elevate the race of man—including the sable sons of the South—to the true dignity of manhood and a more harmonious destiny. Such is the religion that has shut up in the Southern house of bondage, the toiling, sorrowing millions whose cries to Heaven for deliverance, have not ceased day nor night—until now their redemption seems drawing nigh—even though it be in storm and blood and fire. Such is the religion that says all manner of evil against the friends of freedom, as "political preaching."

But, of the rebels, and of all who strive to perpetuate the reign of human slavery in any form, it may be said in the language of the poet;

"Their glory and their might shall perish,
And their very names shall be vile
Before all the people,
In the light of the world's liberty!"

Feb. 22, 1864. MILONIUS.

AGRICULTURAL COLLEGE OF PENNSYLVANIA, February 19, 1864.

Editors Commercial:—I send you a history of our College, and a report upon a plan of organizing it, to which I would beg leave to invite your attention. I have marked some items in the index to which I would more particularly call your attention, and most especially to the effort by some of the literary Colleges in this State to rob us of our endowment, on the ground that they are Agricultural Colleges. I regard it as a monstrous attempt to swindle the State out of the only means she has to establish an efficient system of Industrial Education. Hoping that you will see it in this light, and that you will expose and denounce the effort now being made in the Legislature to rob this College, and that you will use your influence with your friends in the Legislature to induce them to oppose the effort, I am Yours truly,

E. PUGH.

DIED:

GRIESMER—On Monday evening, at 10 o'clock, at his residence, Etna, HENRY GRIESMER, aged 48 years.

Funeral on Wednesday afternoon, 24th inst., at 3½ o'clock.

HOLTZMAN—At Baltimore, Md., on Sunday, February 21st, 1864, GEORGE HOLTZMAN, aged 66 years.

DONALDSON—On Tuesday morning, February 23d, at one o'clock, HARVEY S. DONALDSON, aged 35 years, oldest son of James and Mary Donaldson.

PEARSON—Monday evening, at 6 o'clock, J. P. PEARSON, Jr., aged 20 years and 28 days.

GROCERIES—
150 hhds. N. O. Sugar, new crop;
60 " P. R. do., prime;
45 " Cuba do;
120 bbls. N. O. Molasses, direct from N. O.;
200 " N. Y. brands Syrups;
5 hhds. and 30 bbls. Loverings Syrup;
250 half bbls. Lake Herring;
50 " " White Fish;
500 pkgs. Mackerel, (bbls. and half bbls.)
230 Bags Rio Coffee, *prime*;
325 boxes Tobacco, 5's and 10's, Navy and Baltimore Plug;
35 bags Patna and Rangoon Rice;
100 boxes Colgate's Soaps, ass'd and German;
170 half chests Tea, Y. H., G. P., Imperial and Black. For sale by
J. S. DILWORTH & CO., Grocers,
fe24 Second street.

OAK TIMBER LAND FOR SALE.—1500 acres of land abounding with OAK, PINE AND HEMLOCK TIMBER, in McKean county, near CORYDON, one mile from the Allegheny river, and accessible by a planked road. SHEFFIELD STATION, on the Philadelphia and Erie Railroad, is 16 miles, and SALAMANCA, the junction of the Atlantic and Great Western with the New York and Erie Railroad, is 6 miles from the tract.
A plot of the tract may be seen, and other information furnished, on application to
S. S. BRYAN,
Broker and Insurance Agent, 59 Fourth street, (Burke's Building.) fe24

SAM'L. M. WICKERSHAM,
METAL BROKER,
no25:1y] No. 47 WOOD STREET.

DENTISTRY! DENTISTRY!!

In days of old before our skill
Was to mankind imparted,
The teeth once lost 'twas such an ill
They died quite broken-hearted.
Our prices now are moderate
Compared with other places,
Besides we have *reduced* of late
On jobs in certain cases.

Four shillings only is our charge
For common tooth extracting;
For filling, if not over large,
Eight shillings we're exacting.
We do our work for ready pay,
And if the job don't answer,
Refund the money any day
With interest and thanks, sir.

For patronage thus heretofore
So liberally extended,
We thank you all and evermore
Who have our cause befriended.
Our efforts we shall now renew,
To meet your approbation,
By doing work the best we know,
'Tis our determination. At the Steam Dental Establishment of Dr. G. W. SPENCER, No. 24 PENN STREET, the largest and most complete establishment in the world. Branch Office, No. 47½ DIAMOND, ALLEGHENY CITY, near the new Market House. fe22

IF YOU WOULD HAVE YOUR
Teeth Extracted Without Pain,
CALL AT THE DENTAL ESTABLISHMENT,
No. 278 Penn street.
Just as safe in COLD as in WARM weather.
A FULL SET OF
ARTIFICIAL TEETH
on VULCANITE, WITH GUMS, at from $10 to $12, equal to any made in the world. Satisfaction guaranteed in every case.
OLD GOLD PLATES purchased at their FULL value.
Dr. J. SCOTT has entire charge of the Operative Department.
QUINCY A. SCOTT,
de14 Dentist, 278 Penn street.

CO-PARTNERSHIP NOTICE.—I have associated with me J. C. McCULLOCH, late of Market street, in the Wholesale Notion and Variety business. Partnership dating from February 1st, 1864, under the firm of T. T. MYLER & Co.
T. T. MYLER.
T. T. MYLER.....J. C. M'CULLOUGH.
T. T. MYLER & CO.,
WHOLESALE DEALERS IN
NOTIONS AND VARIETY GOODS,
No. 62 Wood street, corner of 4th,
fe19-1y PITTSBURGH, PA.

NEW MUSIC.
NEW SONGS.
NEW POLKAS.
NEW MARCHES.
NEW GALOPS.
NEW SCHOTTISCHES,
NEW QUADRILLES, &c.
Just received the latest and most fashionable publications, fresh from the press.
CHAS. C. MELLOR,
fe20 81 Wood street.

TO LET.—TWO ROOMS, communicating, with fire proof vault, suitable for offices, in second story Burke's Building, Fourth street. Apply to JAMES M. COOPER,
fe3:tf 35, Bank Block, Fifth street.

STORE SHADES
Made to order, on short notice, at No. 107 MARKET street, between Fifth and Liberty streets.
fe4:3m JOS. R. HUGHES.

BROWN, MORROW & CO.,
House, Sign and Ornamental Painters, Grainers and Glaziers,
No. 91 Third street,
se16 PITTSBURGH, PA.

THREE SECOND-HAND MELODEONS,
For sale cheap.
CHAS. C. MELLOR,
fe20 81 Wood street.

PITTSBURGH STEEL WORKS,
JONES, BOYD & CO.,
MANUFACTURERS OF
CAST STEEL.
ALSO,
Spring, Plow and A, B. Steel, Springs and Axles.
Corner of ROSS and FIRST streets. fe13:1y

WALL PAPER;
WINDOW SHADES;
OIL CLOTHS, and
FANCY GOODS.
Wall Papers, from 8 cents to $3 per roll;
Window Shades from 10 cents to $5;
Oil Cloths from 70 cents to $1,50 per yard;
Fancy Goods in all its varieties, at the new Wall Paper and Fancy Goods House of
FOERSTER & SCHWARZ,
fe13 No. 164 Smithfield street.

GRAFF, BENNETT & CO.,
MANUFACTURERS OF
IRON AND NAILS.
WAREHOUSE:
No. 97 Water St., below Wood,
fe12:1y PITTSBURGH, PA.

U. S. RECRUITING AGENCY,
No. 55 Federal street,
ALLEGHENY CITY.
The highest local BOUNTIES paid in cash. Recruits can select any Regiment or Battery.
fe10:tf T. M. BAYNE, Recruiting Agent.

NEW GOODS.
1864.
SILKS! SILKS! SILKS!
BLACK SILKS,
All grades and wedths, from 87½ to $6 per yard.
PLAIN,
self-colored, from $1,25 to $4 per yard.
FIGURED,
from $1,25 to $6 per yard.
STRIPE AND PLAID,
from 75c. to $2 per yard,
CHECK,
from 62½c. to $1,25 per yard.
VELVET,
real Lyons, 4-4 wide, all silk, only $12 per yard.
DRESS GOODS,
all kinds, for 18¾c. to $2,50 per yard.
Housekeeping Goods
all kinds, cheap.
Gents' and Boys' Wear,
all kinds and prices.
AT
BARKER & CO.'S,
59
MARKET STREET.
fe6

NOTICE.—W. McCLINTOCK having ceased to carry on the CARPET BUSINESS, at No. 112 MARKET street, desires that all accounts with him shall be settled as early as possible. His office, until further notice, will be at the Carpet Store of OLIVER McCLINTOCK & CO., No. 23 Fifth street.
Pittsburgh, February 20, 1864. fe22:3t

DISSOLUTION.—The Partnership heretofore existing between the undersigned, was dissolved by mutual consent on the 14th day of November last, Chas. A. R. Benney retiring from the firm. The style of the firm and the business will be as formerly.
FRAS. SELLERS,
REESE: OWENS,
fe22:6td CHAS. A. R. BENNEY.

CO-PARTNERSHIP.—The undersigned have formed a Co-partnership as Brokers and Dealers in CRUDE PETROLEUM and its products, under the firm of HAMPTON & BENNEY, dating from January 6th.
W. HAMPTON:
fe22:6td C. A. R. BENNEY.

POLICE NOTICE.
WHEREAS, For some time past the public pavements have been greatly obstructed by idle persons, who are in the habit of assembling at the corners of the streets, and in front of the more public places, all such persons are hereby notified to desist from such idle practice, as the law will hereafter be strictly enforced.
By order of the Mayor,
feb22:3t SAMUEL LONG, Chief of Police.

O'HARA BOILER WORKS.
POWERS & CO.,
Attend to the manufacture of Steam Boilers, Stills, Tanks, Agitators, Salt Pans, Sugar Pans, Sheet Iron Chimneys, Breechings, and all other articles usually manufactured at similar concerns.
Prompt attention paid to all kinds of repairs on reasonable terms.
Works corner of LIBERTY and SECOND STREETS, Pittsburgh, Pa. oc27:tf

STOCKS AND BONDS.
WANTED.—Pittsburgh Bonds, Peoples, Monongahela and Pittsburgh Insurance Company Stocks.
FOR SALE: Allegheny county and Pittsburgh and Connellsville R. R. Bonds; Allegheny and Eureka Insurance Co. Stocks.
S. S. BRYAN,
fe23 59 Fourth street, (Burke's Building.)

UNITED STATES INTERNAL REVENUE.—ANNUAL TAXES FOR 1864.—The attention of tax-payers is hereby called to the provisions of the United States Excise Law relative to the assessment of annual taxes.
By the sixth section of the act of July 1, 1862, it is made the duty of all persons, partnerships, firms, associations, or corporations, made liable to any annual duty license, or tax, ON OR BEFORE THE FIRST MONDAY OF MAY IN EACH YEAR, to make a list or return to the Assistant Assessor of the District where located of the amount of annual income, the articles or objects charged with a special tax, and the business or occupation liable to pay any license.
Every person who shall fail to make such return by the day specified will be liable to be assessed by the Assessor according to the best information which he can obtain; and in such case the Assessor is required to add fifty per centum to the amount of the items of such list.
Every person who shall deliver to the Assessor any false or fraudulent list or statement, with intent to evade the valuation or enumeration required by law, is subject to a fine of five hundred dollars; and in such case the list will be made out by the Assessor or Assistant Assessor, and from the valuation and enumeration so made there can be no appeal.
Payment of the annual taxes, except those for licenses, will not be demanded until the thirtieth day of June.
The appropriate blanks on which to make return, and all necessary information, will be furnished by , Assistant Assessor of the 22d Pennsylvania District, to whom the returns should be delivered on or before the first Monday of May, at their offices.
H. A. WEAVER,
United States Assessor 22d District.
February 23d, 1864—3t

ROOFING, ROOFING, ROOFING.
Composition, Felt and Gravel Roofing.
The undersigned is prepared to do ROOFING of the above kinds, equal, if not superior to any firm in the city,—having his Felt and Composition manufactured expressly for his own use, and under his own supervision, he can warrant them of superior quality. No Cincinnati or Shoddy Felt used.
Iron, Tin and Copper Roofs coated, and Roofs carefully repaired.
Roofing Felt, Cement, and all materials pertaining to the business, constantly on hand, for sale, with directions for use. Office at D. R. Galway's, 333 Liberty street, Pittsburgh, Pa.
dec7:3m WM. H. MACKEY.

CHAMPAGNE.—50 cases and 50 baskets Green Seal and Heidsick Champagne. In store and for sale by
ja2 MILLER & RICKETSON

SPECIAL NOTICES.

ENROLLED MEN OF THE EIGHTH WARD will meet at the Public School House on THIS (Wednesday) EVENING, at 7½ o'clock. The quota may yet be made up. fe24:1t

BY SPECIAL REQUEST.—Rev. JAMES PRESLEY, D. D., complying with the very flattering invitation of many prominent citizens will deliver a Lecture on Egypt—ancient and modern—entitled
"UP THE NILE,"
with descriptions of Alexandria, Cairo, the Pyramids, the Sphynx, Thebes, etc., in Sixth street United Presbyterian church, on FRIDAY EVENING, 26th inst., at 7 o'clock. Tickets 25 cents. fe23:4t

FRANCIS TORRANCE, NOTARY PUBLIC and COMMISSIONER for the States of Ohio, Indiana, Minnesota, Missouri and Massachusetts, appointed and commissioned by the several Governors thereof to take Depositions, Acknowledgments of Deeds, &c., to be used or recorded therein.
Office: No. 189 PENN street, Pittsburgh, Pa. fe12:6m

PITTSBURGH, FT. WAYNE & CHICAGO R. W. CO., OFFICE OF THE SECRETARY, Pittsburgh, Pa., February 12, 1864.
THE ANNUAL MEETING OF the Stock and Bondholders of this Company, for the election of DIRECTORS, and such other business as may come before it, will be held at the Office of said Company, in the City of Pittsburgh, on the THIRD WEDNESDAY OF MARCH, A. D. 1864, at 10 a. m.
The Stock and Bond Transfer Books of the Company, at their Office, in the City of Pittsburgh, and at the Transfer Agency in the City of New York, will be closed on the 1st day of March, at 3 o'clock p. m., and remain closed until the 17th day of March thereafter.
W. H. BARNES,
fe12:td Secretary.

STOCKHOLDERS' MEETING.—A meeting of the Stockholders of the "FIRE STEEL MINING COMPANY," will be held at the office of HANNA, HART & CO., in the city of Pittsburgh, on THURSDAY, the 10th day of March, 1864, at 10 o'clock, a. m., for the election of a BOARD OF DIRECTORS. Also, to take into consideration the transfer of the business of the office of the Company, sale of the property, and any other questions that may be offered for their consideration.
By order.
M. J. CAUGHEY,
fe9:td Secretary.

OFFICE OF THE PITTSBURGH BRIDGE CO., January 19, 1864.
BOOKS FOR RECEIVING SUBSCRIPTIONS to the Capital Stock of the PITTSBURGH BRIDGE CO., are now open at the office of WM. K. NIMICK, Treasurer, 95 WATER street, Pittsburgh, where parties desirous of investing will please call. By order.
ja29 THOS. STEEL, Secretary.

OFFICE OF THE PITTSBURGH BRIDGE CO., January 18, 1864.
THE SUBSCRIBERS TO THE Capital Stock of the Pittsburgh Bridge Company, are hereby notified to pay to Wm. K. Nimick, Treasurer, at the office of Nimick & Co., 95 Water street, Pittsburgh, an instalment of FIVE DOLLARS, on each share subscribed, on or before the first day of March, 1864.
By order.
ja20 THOMAS STEEL, Secretary.

CANDIDATES.

FOR PROTHONOTARY.—D. C. HULTZ will be a candidate for the office of Prothonotary, subject to the decision of the Union Republican Convention. fe23:tc

FOR PROTHONOTARY.—GEO. R. RIDDLE will be a candidate for the office of Prothonotary, subject to the decision of the Union Convention. fe11:d&wtc

COUNTY COMMISSIONER.—J. M. McELROY, of Turtle Creek, Patton township, will be a candidate for the office of County Commissioner, subject to the decision of the Union Republican Convention. fe9:tc

FOR PROTHONOTARY.—JACOB H. WALTER, of the Sixth Ward, Pittsburgh, will be a candidate for the office of Prothonotary, subject to the decision of the Union Republican Convention. fe3:tc

FOR PROTHONOTARY.—GEO. FINLEY will be a candidate for the office of Prothonotary, subject to the decision of the Union Republican County Convention. ja29:tc

FOR PROTHONOTARY.—THOS. STEEL will be a candidate for the office of Prothonotary, subject to the decision of the Union Republican Convention. ja19

CORONER.—JOHN

THE PITTSBURGH DAILY COMMERCIAL: WEDNESDAY, FEBRUARY 24, 1864.

CITY INTELLIGENCE.

THE TRAVELER'S GUIDE.

ARRIVAL AND DEPARTURE OF TRAINS.

Pennsylvania Central.

Departs.		*Arrives.*	
Thro Acm'n....	5:50 a m	Balto Exp's....	12:50 p m
Thro Mail.....	2:50 a m	Phila do	1:20 p m
Thro Exp'ss...	4:25 p m	Fast Line.....	1:50 a m
Fast Line.....	8:35 p m	Thro Mail.....	1:00 a m
Joh'n Acm'n...	3:00 p m	Joh'n Acm'n...	10:05 a m
1st Wall stn....	6:30 a m	1st Wall stn....	6:15 a m
2d do	11:40 a m	2d do	8:35 a m
3d do	3:50 p m	3d do	1:55 p m
4th do	6:00 p m	4th do	6:05 p m

The Church Train leaves Wall's Station (on Sunday) at 9:05 a m; returns at 12:45 p m.

Pittsburgh, Ft. Wayne & Chicago.

Departs.		*Arrives.*	
Fast Line.....	1:45 a m	Chicago Exp....	2:20 a m
Express.....	1:45 p m	Phila. do ...	2:10 p m
Mail Train.....	6:30 a m	Cin'ti do ...	7:50 p m
All'ce Ac'm....	2:15 p m	Crest'e Mail...	7:00 p m

The New Brighton Accommodation leaves Allegheny Station at 9:15 a m, 12:00 m, 4:30 p m and 5:40 p m.

Returning, leaves New Brighton Station at 5:50 a m, 7:00 a m, 12:30 p m, and 2:50 p m.

Pittsburgh and Connellsville.

Departs.		*Arrives.*	
Mail.....	7:55 a m	Mail.....	6:00 p m
Express.....	3:00 p m	Express.....	10:00 a m
1st M'Keespt.	11:00 a m	1st M'Keespt.	7:00 p m
2d do	6:15 p m	2d do	2.05 p m
Port Perry....	7:00 a m	Port Perry....	8:30 a m
Braddo-k's ...	4:15 p m	Braddock's ...	5:40 p m

The Sunday Train to and from M'Keesport eaves at 1:00 p m, and arrives at 10:00 a m.

Allegheny Valley.

Departs.		*Arrives.*	
Mail.....	7:00 a m	Mail.....	7:00 p m
Express.....	3:00 p m	Express.....	9:35 a m
Accom'n	4:00 p m	Accom'n	8:10 a m

Cleveland and Pittsburgh.

Departs.		*Arrives.*	
Cin'ti.....	1:45 a m	Mail.....	3:50 p. m.
do	1:45 p m	Cin. Ex'ss...	6:05 p. m.
Whee'g...	6:20 a m	Do.	2:10 a. m.
Steubenv'l.	3:00 a m	Steub'v. Ac..	10:00 a. m.
Clev'l'd...	1:45 a m		
do ...	1:45 p m		

☞ The Excelsior Omnibus Company have Omnibusses and Carriages in waiting for passengers arriving in trains from both East and West.

An Appeal to the People.

HEADQUART'RS DEP'T OF THE MONONGAHELA, } Pittsburgh, Feb. 20, 1864. }

SPECIAL ORDERS:

But nine days now remain in which Government bounties are to be paid for recruits to fill up the wasted ranks of the gallant regiments now facing the enemy from the seaboard to the Rio Grande The work has gone on well for the past ten days, but still greater exertions are needed to save the reputation of the State, and avoid the draft otherwise inevitable.

By recent orders, all men enlisted by recruiting officers in this vicinity can be mustered into service by Capt. Moorhead, at the Girard House. Every citizen, non-commissioned officer and private is made a special recruiting officer, and will be paid the premiums of $15 and $25 for every recruit they may present and get mustered into service.

Officers of the regular army on recruiting service are authorized to enlist men for the regular service for three years, to be credited on the quota of the respective districts with the usual bounties.

Here is work for the various classes, trades, professions, &c., who have heretofore responded so nobly to every appeal of the government for aid, and who have demonstrated oft-times, and especially in the call that was made upon them to work on the fortifications last summer, that nothing but the occasion is wanting to secure their every effort in the cause of patriotism. Let every man again lend a helping hand and the work will be done. By command of

Major General BROOKS.

THEODORE READ, A. A. G.

Re-captured.—Colonel Thomas E. Rose, of the Seventy-seventh Pennsylvania Volunteers, who made his escape with Colonel Straight from Libby Prison, was re-captured by the rebels.

Fire in Perrysville.—On Monday morning early, a frame house belonging to Casper Reel, occupied by Patrick M'Cain, shoemaker, and situated in Perrysville, this county, was totally destroyed by fire. The occupants saved their household goods. There was no insurance on the house, which was a small one, and not of great value.

Pittsburgers Absent.—The following Pittsburghers were registered at Philadelphia hotels on Saturday and Sunday :—W. H. Barnes, J. H. Hampton, J. Homer, John Scott, Major W. Riddle, Miss A. D. Riddle, H. Langston, D. B. Sexton, jr., Jas. Collord, J. Logue, Dr. J. H. Dickson and lady, H. G. Heal, Owen Byrne, W. M. McCord, J. H. Mitchell, J. Vogle, J. Wilson, E. P. Dorin, H. Opoenheimer, James White, J. H. Warner, David Engle.

Sudden Death.—John D. Glass, cork dealer, died at the residence of his mother, on Beaver street, on Monday evening, after a short illness. He had been to Cincinnati on business, intending to remain for some time, but becoming affected with premonitory symptoms of paralysis, he was advised by a physician to hasten home, and left immediately. Before reaching the city, however, he had become almost powerless, and continued to sink rapidly until his death. He was a very estimable young man, and his death will be deeply regretted by a large circle of friends.

Interesting Decision.—In the important case of Hartje et. al. vs. Collins, recently tried in the District Court here, the Supreme Court has decided that, where, in a contract, in writing under seal, for the sale and delivery of oil, it was stipulated that the vendee was "to advance the freight on all oil," and to deduct the amount thereof out of the price agreed on, upon settlement, and that the oil was to be paid for on delivery, the vendee was bound to advance money to pay freight before the oil was shipped if required; and if he refused to do so, the vendor might treat the contract as rescinded.

Second Ward Bounty Fund.

The following additional sums have been paid to Thomas Steel, Esq., Treasurer of the Second Ward Bounty Fund :

E. C. Smith	$25	Levi Harris	50
R. S. Warring	50	Wm. H. Mechling	25
O. F. Warring	25	Sarah Hentchen	10
Jos. McKee	10	E. B. Mathews	50
J. H. Lance	25	Wm. L. Tyler	25
J. B. O'Neil	25	Ed. Seither	25
J. O. Wilson	100	Henry Shaler	20
G. M. Watson	25	James Bonn	5
Daniel O'Neil	25	A. Ross	5
J. R. Murphy	20	Geo. Kribbs	3
Geo. Weese	50	Siras Lovell	4
C. P. Patterson	25	Jas. Johnson	2
Wm. Lemon	50	Wm. Woods	50
Hugh McElroy	50	John Hune	25
C. Murphey	5		
Geo. Hetzell	5	Total	$839
Previously reported			$10,051
Total amount			$10,890

City Mortality.

Dr. George L. McCook, physician to the Board of Health, makes the following report of the mortality of the city from February 13th, 1864, to February 20th, 1864 :

ADULTS.		CHILDREN.	
Consumption	3	Constitutional Debility	1
Typhoid Fever	1	Measles	2
Rheumatic Fever	1	Membranous Croup	1
Variola	1	Puerperal Peritonitis	1
		Chronic Irritation of the Brain	1
		Convulsions	2
		Pneumonia	2
		Unknown	1
		Hydrocephalus	1

Of the above there were :

Under 1 year	3	From 30 to 40	1
From 1 to 2	2	From 40 to 50	2
From 2 to 5	4	From 50 to 60	0
From 5 to 10	2	From 60 to 70	0
From 10 to 15	0	From 70 to 80	0
From 15 to 20	1	From 80 to 90	0
From 20 to 30	3	From 90 to 100	0

Males, 5; Females, 13; White, 16; Colored, 2; Total, 18.

Railway Matters.

NEW RAILWAY ROUTE TO WASHINGTON.—An act was quietly presented last week in the House, at Harrisburg, under the title of "an act to incorporate the Ephrata and Lancaster Railroad." The second section authorizes a line from Ephrata to Lancaster; but the third section gives the power to build from some point on the Reading and Columbia Railroad to the Maryland State line, connecting thence, it is presumed, with the Northern Central, for Baltimore. The corporators are, Thomas A. Scott, Isaac E. Hiester, Clement B. Grubb, Henry E. Lehman, Richard McGrann, John K. Reed, David Bair, John C. Hager, Patrick McAvoy, Adam Konigmacher, Abraham Bowman, Henry E. Graybill, Edward M. Clymer, William M. Hiester, Isaac Eckert, Wm. H. Clymer, G. A. Fichell, Levi B. Smith, Philip Bushong and Thomas B. Franklin.

STILL ANOTHER ROUTE.—Another effort for a through route is directed at the Baltimore and Ohio Branch between Baltimore and Washington. Mr. Lee, a member from Philadelphia, has introduced the following resolution in the House, which is now in the hands of the Committee on Federal Relations :

Resolved, That our Senators be instructed, and our Representatives requested, to urge, by all honorable means in their power, the passage of a law by Congress authorizing and *requiring* the construction of a railroad between Washington and Baltimore, the single railroad now connecting Baltimore with the Capital of the Nation not being sufficient, in the opinion of the Legislature of Pennsylvania, to afford the proper facilities to the citizens of this State whose business or inclination leads them to visit the said National Capital.

PENNSYLVANIA RAILROAD STOCK.—The amount of stock divided to the shareholders of the Pennsylvania Railroad Company last week was some $5,000 shares, representing at their par value $1,200,000, or at their market price $6,035,000. With this addition of new stock, the capital of the Company is now represented in 365,000 shares, covering at par $17,250,000 in money.

NORTHERN CENTRAL RAILROAD.—The Sunbury *American* says that the travel on this important road, for three years past, has exceeded the expectations of its most sanguine friends When first opened, two cars were deemed sufficient for the travel. The trains now seldom consist of less than six cars. During the past few months, however, a portion of the road, between Sunbury and Dauphin, was found to be in a bad condition, suddenly developed, perhaps, by the severe frosts of winter. In their haste to complete the road, some seven years since, iron of an inferior quality had been used for a space of six or eight miles. This iron, resting frequently on decayed cross ties, gave way, and hence the series of delays and accidents that occurred at the times referred to. But we are pleased to state that the principal officers have taken the matter in hand, and during the past three weeks a large amount of defective iron and cross ties have been removed, and new iron and ties substituted, the good effects of which were soon visible. This has, in a great measure, restored the confidence of the public in a great thoroughfare, which can be, and should be, among the best and safest in the country.

Annual Meeting of the Stockholders of the Allegheny Valley Railroad.

The annual meeting of the Stockholders of the Allegheny Valley Railroad, for the election of a Board of Directors, was held on Tuesday, 23d inst., at the office of the Company on Washington street.

The meeting was organized by calling Henry McCullough, Esq., to the Chair, and appointing Messrs. Patrick Kerr and Lyman Wilmarth, Secretaries.

F. R. Brunot, Esq., President of the Company, then read the report of the Board of Managers, as follows :

GENTLEMEN :

Your Board of Managers have the satisfaction to submit to you the following Report of the business of the road for the year ending 1863, and to congratulate you on the improved condition of the Company's affairs.

The earnings from January 31st, '63, to January 31st, '64, inclusive, are :

From Passengers	$ 94,128 86
From Freight	102,921 63
From Mails	3,150 00
Total	$200,200 49

The operating expenses during the same time were :

For maintenance of Way	$ 32,834 06
" " " Cars	9,071 87
" " " motive power	28,000 26
" " " machine shop including new tools, machinery, &c.	4,293 29
Expenses conducting transportat'n	26,619 76
Total expense of operating	$100,819 24
Net earnings	99,281 25

By the above statement it will be seen that the operating expense is 50 35-100 per cent of the gross earnings of the Road.

The following items of new work properly belong to equipment and construction :

Bridge masonry at Haight's & Wainwright's Run	$ 610 26
Addition to Engine House and new Water Station	2,510 09
Coal Platform at Machine Shop	230 88
Filling at Haight's Run	405 97
Iron for Sharpsburg siding	1,000 46
Work and Material in two Passenger Cars	2,000 00
Work and Material in four Stock Cars	2,000 00
New Machinery and Fixtures at Machine Shop	1,847 33
Total	$10,608 99

Deducting this sum from operating expenses as given—leaves operating expenses proper $90,210.26, which is 45 per cent. of the gross earnings.

The following is a statement of the monthly earnings and expenses for the year 1863 :

	Total pass & freight Earnings.	Expenses.
February	$ 11,752 40	$6,036.61
March	13,156.96	7,224.68
April	14,026 83	7,178.41
May	15,884.39	8,201.42
June	14,711 69	8,828.52
July	18,264.59	7,365.88
August	16,614.10	7,961.73
September	20,202.95	8,569.26
October	19,119.41	10,264.33
November	15,174.91	9,524.12
December	19,967.86	9,552.63
January, 1864	18,184.40	9,612.03
Total	$197,050.49	$100,819.25
Mails	3,150.00	
	$200,200.49	
	100,819.25	
Net Earnings	$ 99,381.24	

COMPARATIVE STATEMENT OF RESULTS FOR THREE YEARS.

	1861.	1862.	1863.
Passenger earnings	$60,691 10	$ 63,440 00	$94,128 86
Freight earnings	42,443 98	72,376 91	102,921 63
Total earnings	106,288 08	138,967 51	200,200 49
Passenger increase	.....	2,746 30	30,688 26
Freight increase	.....	29,932 93	30,544 73
Total increase	.....	32,679 43	61,232 98
Operating expenses	51,895 80	65,681 54	100,819 24
Net earnings	54,392 28	72,285 96	99,281 25
Miles of road	44	44	44
Earnings per mile	$2,406 54	$3,128 11	$1,550 00
Miles run by trains	83,703	116,993	116,993
Earn'gs per mile run	$1 66	$1 71	$1 71
Expenses "	78	86	86
Tonnage milage	.....	1,430,630	1,849,240
Passenger Milage	.....	1,883,177	2,850,947
Tons of freight north ward, through	.....	.....	5,237
Tons of freight south ward, through	.....	.....	9,022
Tons of freight total	.....	.....	111,320
Tons of coal carried	.....	53,018	55,027
Passengers through, north	.....	.....	14,293
Passengers through, south	.....	.....	10,537
Total through, each way	.....	.....	149,582
Earings per mile of total mileage	.....	$4 29	$4 15
Expenses per mile of total mileage	.....	2 00	2 14
Percentage of total operating expenses	48 53	.....	50 35
Increase Passenger earnings per cent	.....	.....	48 00
Increase freight earnings per cent	.....	.....	42 00
Increase total earnings per cent	.....	.....	44 00

No passenger has been injured during the year, and no accident has occurred to delay the trains more than a few hours, or to cause any material loss to the Company.

On the 1st of May, a freight train was put on the road, since which time the passenger trains have been entirely relieved from the freight transportation.

The track is in better order than at the last report, but will require one hundred tons of new iron the coming year. For the particulars as to its conditions and what has been done, you are referred to the Superintendent's report.

Two new locomotive engines have been added during the year, at a cost of, estimated at $22,000. Also, two passenger cars, seven platform and stock cars, one repair car and one hand car.

The rolling stock consists of—Locomotive Engines, 9; Passenger Cars, 8; Baggage Cars, 3; Freight Cars (box), 22; Freight Cars (platform and stock), 22; Gravel Cars, 24; Hand Cars, 8; Repair Cars, 7.

To keep pace with the increase of business, a new first-class freight engine is contracted for, and ten freight cars are being constructed at the shops of the company.

The transfer of oil, and government material from the Arsenal to the Pennsylvania Central road, for shipment eastward, is greatly embarrassed by the necessity of using the tracks through the yard of the Pittsburgh and Cleveland Company, and of the Fort Wayne road, on Penn street. Every facility in their power is given us by these companies, but the increasing requirements of their own business must daily increase the unavoidable delays to us. Some other mode of reaching the Pennsylvania Railroad is necessary.

The best line of connection is by way of Allegheny street, in the Ninth Ward. An application was made to the City Councils for the right of way along the street. The ordinance was, for some reason, opposed by representatives of that part of the city which will derive the greatest benefit from the partial relief of the present Penn street crossing, and the consequent relief to Pike street. The application should be renewed at the next meeting of Councils; and it is hoped a measure so manifestly for the interest of the citizens who pass the railroad crossing on Penn street, and especially the residents of the Fifth Ward, will be no longer delayed.

EXTENSION OF THE ROAD.

Your Board decided, in accordance with the resolution passed by the Stockholders at the last annual meeting, to extend the road to the mouth of the Mahoning—either by the continuous application to that object of the surplus receipts of the Company or by the issue of bonds. If being evident that the work on sections 47 and 48 would require a longer time for completion than any other part of the line, these sections were prepared for letting and put under contract in July. The work has progressed more slowly than was anticipated, but is in a condition to be vigorously carried on in the Spring. It is proposed to let the balance of the ten miles, as soon as it can be prepared for letting, and if the means can be provided it is believed the trains may be running to Mahoning, and possibly much further on the route to the petroleum region, before your next annual meeting.

To provide means for the completion of the work more rapidly than it can be done out of the surplus earnings of the Company, second mortgage 7 per cent. bonds have been issued to the amount of $800,000—$300,000, or as much thereof as is found necessary, to be expended on the ten miles between Kittanning and Mahoning, and the balance to be used for the further extension of the road.

A pamphlet was published setting forth the designs of the Company and making an exhibit of its financial condition. A copy of the pamphlet is herewith submitted; Its estimate of the probable earnings of the road for 1863 was made in September, and it is gratifying to know that the actual results have been $10,000 in excess of the estimates.

In view of the value of the property mortgaged and the demonstrated ability of the Company to pay the interest on these bonds, the Board has not felt justified in offering them at less than their par value.

The immense product of the oil regions and the large portion of that product which seeks Pittsburgh by the Allegheny river, strongly forces the conviction that an extension of your road to the sources of that traffic, will make it one of the most profitable lines in the country. Acting upon this conviction your Board has turned its attention to the extension of the road in that direction as the surest plan by which to provide means for the construction of the main line. Several practicable routes were suggested. That by the bank of the Allegheny river will probably require the erection of sixty-five miles of road between Mahoning and Franklin. It will be easily made and need have no ascending grades in the direction of the trade. Another route will be found by following the river to Brady's Bend, and thence by an inland line on the western side of the river to Franklin. A third, following the original line of the Allegheny Valley Road, and the Clarion branch line to Callensburgh, and thence over an easy country to Franklin or Oil Creek, would not be over fifty miles in length, making the whole distance from Pittsburgh to Franklin 109 miles in length. Which of these routes is the best can only be determined by accurate surveys.

It is supposed by many that in the completion of the Philadelphia and Erie Railroad Philadelphia will have the shortest available line of transportation between the oil region and the seaboard. The following is a comparison of that route with several lines, which would be afforded by the completion of your road :

	Miles.
Philadelphia to Harrisburg	107
Harrisburg to Sunbury	53
Sunbury to Corry	252
Corry to Titusville	21
Titusville to Oil City	15
Oil City to Franklin	7
Franklin to Philadelphia	455
By another route :—	
Philadelphia to Williamsport	202
Williamsport to Winslow	95
Winslow to Brookville	41
Brookville to junction of Clarion Branch	18
Junction to Callensburg on Clarion River	20
Callensburg to Franklin or Oil City, (est)	25
	402

If your Franklin branch is made via the Allegheny river instead of the above route, you would have :

Philadelphia to Brookville, as above	339
Brookville to mouth of Mahoning	33
Mouth of Mahoning to Franklin	65
	437
By the Pennsylvania Central Route :	
From Phila. to Blairsville Junction	302
Blairsville to Kiskiminitas, via West Penna. Road	33
Kiskiminitas to Mahoning	24
Mahoning to Franklin	65
	424

While your Board has kept steadily in view the necessity of extending the Allegheny Valley Railroad to Franklin, it has co-operated with other parties in procuring a separate charter, under which the proposed Branch will probably be constructed, leaving this Company more free for the prosecution of its original designs. Your Board has information of active measures to construct the Mahoning and Franklin Road, nevertheless we deem it important to act as though such measures were not being taken, until their certain success shall be developed.

The policy of your Board in the matter of the Franklin Branch is respectfully urged for your approval, that it may be carried out by our successors. The necessary surveys should be made as soon as the weather will permit in the spring, and the work pushed on to Franklin as speedily as possible.

EASTERN CONNECTIONS.

The Allegheny Valley Railroad Company cannot lose sight of the importance of its original location and design, as intended to form a great through line between the Ohio River and the Eastern cities. The fact still exists that by extending it on the original line decided and to a connection with other roads which now reach Philadelphia and New York, it can be made a cheaper freight route from the Ohio to those cities than any now in existence, The distance would be but little greater than by existing routes, and the maximum grade would be but 26 4-10 feet per mile. The same route by the branch of your road to Franklin, would also be better than any existing route for the transportation of petroleum to Philadelphia and New York. In addition to the connection heretofore contemplated with the Philadelphia and Erie road at Ridgway, or at some point east of Brookville, your road will connect at or near the latter point with the Tyrone and Clearfield branch of the Pennsylvania Central road, forming with that road another desirable through route both from Pittsburgh and the oil region to Philadelphia, and probably render necessary the proposed extension of the Tyrone and Clearfield branch west of the point of junction. It is the opinion of your Board that the heavy sections between Mahoning and Red Bank should be commenced at as early a period as the requisite financial arrangements can be made.

On motion the report of the Board of Managers was adopted.

Mr. F. Wright, Superintendent of the company's road, then read his report, the essential part of which is embraced in the report of the Managers. His report was likewise adopted.

The report of the Secretary and Treasurer, R. C. Orr, Esq., was next read and adopted.

After some general discussion relative to the extension of the road, on which point the stockholders all seemed to agree, Mr. Wilmarth offered the following resolutions, which were unanimously adopted :

Resolved, That the recommendations and actions of the late Board for the extension of the Allegheny Valley Railroad to the oil wells in Venango county by such route as shall be deemed most practicable, meet with the approval of the stockholders, the managers keeping in view its intersection with the great interests with the trade of Western New York.

Resolved, That the execution of the second mortgage, with bonds to the amount of $800,000, upon the road to the mouth of Mahoning from Pittsburgh, meets with the approval of the stockholders, and they do hereby ratify and confirm the same.

Mr. H. B. Fry, of Philadelphia, offered the following resolution, which was unanimously adopted :

Resolved, That the profits of the road, which may be over and above the sum necessary to maintain the road in a condition of its highest efficiency, and pay the interest on its bonds, be styled the Dividend Fund, and this fund shall be disposed of as shall be deemed most advantageous by the Directors in extending or improving the road.

Mr. Fry suggested the propriety of the appointment by the stockholders of a committee of three of their number, two from Pittsburgh and one from Philadelphia, to co-operate with the incoming Board of managers in raising funds for the extension of the road.

Mr. Brunot stated that he could not see what would be gained by the appointment of such a committee. The Board of Managers had been using every effort to sell the bonds, but they did not desire to sell them at twenty per cent below par, while individuals were selling their bonds, having not so good security as the Allegheny Valley, above par. Negotiations for their sale were still pending, which had been somewhat interrupted by the officers and managers being required to remain in the city to attend the annual meeting of the stockholders.

Mr. Wilmarth favored the suggestion of Mr. Fry, for the reason that the managers of the Company were all largely engaged in business pursuits, which required nearly all their time. He thought that the importance and importance of the road was not understood among the capitalists of the country, and that every effort should be directed towards making it known.

After some further discussion on the subject, Mr. M'Hare offered the following resolution, which was adopted :

Resolved, That Messrs. Nathaniel Holmes and Joseph H. Hill, of Pittsburgh, and Samuel H. Carpenter, of Philadelphia, be appointed from the stockholders to aid and co-operate with the incoming board in raising funds for the extension of the road.

On motion, the stockholders then proceeded to the election of managers to serve for the ensuing year.

W. L. Nimick, Esq., was appointed Judge, and Messrs. W. S. Haven and Jos. H. Hill, Tellers. Messrs. M. O'Hara and P. F. Howley, were appointed Secretaries.

The election resulted in the choice of the following gentlemen : F. R. Brunot, Jas. B. Murray, Jas. Park, Jr., George Black, N. Holmes, B. F. Jones, W. R. Nimick.

There were upwards of fifteen thousand shares of stock voted.

After the result of the election had been and announced, the meeting adjourned.

Lecture

By FELIX R. BRUNOT, at Dr. Clark's church, on Monday evening next. Subject—

"OUR SOLDIERS."

The following correspondence will show that Mr. Brunot has consented to deliver a public lecture for the benefit of the Soldier's Aid Society. It was at first intended to have secured Concert Hall, but as that could not be procured within reasonable time, the use of the Church, with its limited capacity, was secured. Our only fear is that the house will not be large enough to accommodate the throng from the two cities who will be anxious to hear the lecturer. Mr. Brunot is one of ourselves, than whom there is not one more earnestly devoted to the cause and comfort of the Northern soldier, and their cause and comfort is at once the protection and safety of our own cherished homes and institutions. We bespeak a full house. The admission fee is 25 cents.

ALLEGHENY, February 10, 1864.

MR. F. R. BRUNOT—Dear Sir : The ladies of the Allegheny Aid Society solicit a public lecture from you in their behalf.

The Society is in debt—its objects are well known to the community, and it has occurred to us that the people of the two cities would be glad to have you talk to them some evening at Concert Hall, or elsewhere. In this way the money could be raised, and at the same time a full equivalent would be rendered to the contributors.

ANABEL FLEMING,
R. S. H. DAVIS,
E. H. MORRISON,
Committee.

ALLEGHENY, Feb. 10, 1864.

MY DEAR LADIES :—I have before me your note telling of the poverty of the Ladies' Aid Society, and asking me to "deliver a lecture in its behalf." I do not know whether I have nerve enough to get through so unaccustomed a task, but if the ladies of the society think the attempt would be of service to them, I am willing to try.

If on further consideration, you think it best to do so, you can select for the occasion any evening of this month after the 17th.

Very respectfully, your friend, &c.,
FELIX R. BRUNOT.

To Misses A. Fleming, R. S. H. Davis and E. H. Morrison, Committee.

Spring Styles of hats and caps are now receiving at Wm. Fleming's, Fashionable Hat and Cap Store No. 139 Wood street, one of the largest and most complete stocks of hats and caps ever offered in this market, having been selected with the greatest care from the best manufacturers. It embraces all the latest and most fashionable styles for the season. Having arranged with the best manufacturers for receiving the very latest styles, we will be in receipt during the season of the latest novelties in the hat line, which will be sold wholesale or retail at the lowest prices.

Profits of Sheep Raising.

SHIRLAND, February 22, 1864.

EDS. COM.: I wintered, last winter, 252 head of sheep, from which I shore 1,290 lbs of wool, which I sold at home for 80 cents per pound, making $1,112, averaging $4 41 17-63 to the fleece. Please inquire of the *Rockford Register* if Mr. Owen can beat this on his nice farm.

A FINDLEY TOWNSHIP FARMER.

UNITED STATES DEPOSITORY, PITTSBURGH, Feb. 22, 1863.

This office has on hand three hundred thousand ($300,000) dollars, Five Years five per cent. Legal Tender Treasury notes, stamped Feb. 15th, 1864, which will be exchanged *at par* for Government funds.

Also fifty thousand ($50,000) dollars Fractional Currency, small denominations, for exchange.

C. W. BATCHELOR, Depository.

Meerschaum Pipes.—The largest stock ever offered in Pittsburgh, at the lowest prices, can be found at G. Ludwig's, 310 and 312 Liberty street, next to the corner of Smithfield. Retailers will get a liberal discount.

"Daily Commercial" Job Printing Office.—Orders for every style of Book and Job printing promptly and neatly executed, from a visiting card up to a mammoth poster. The most rapid and improved steam presses are used in the execution of the work.

Grover & Baker's Sewing Machines, for family and manufacturing purposes, are the best in use. A. F. CHATTONY, General Agent, No. 18 Fifth street.

FOR THE FALL OF 1863.

200,000 APPLE TREES,

Extra fine, 2, 3, 4 and 5 years old, including all the old leading varieties, and many new ones.

Also, a very large stock of PEAR, (standard and dwarf,) CHERRY, PEACH, PLUM, EVERGREEN, SHADE and ORNAMENTAL TREES, ROSES, GRAPE VINES, SHRUBS, GREENHOUSE PLANTS, &c., &c., wholesale and retail at very reasonable prices.

JOHN MURDOCH, Jr.,
fe22:1f Pittsburgh and Oakland Nurseries.

FINANCE AND TRADE.

PITTSBURGH GENERAL MARKETS.

OFFICE OF THE DAILY COMMERCIAL, Wednesday, February 24, 1864.

Business yesterday was dull in all its various departments, buyers manifesting no disposition to purchase to any extent. The sales were confined altogether to small parcels to meet the wants of the local trade, Prices were generally unchanged. The weather for the past two days has been unusually mild. The ice in our harbor is disappearing very rapidly, and will soon be numbered among the things that were. The Monongahela was rising slowly last evening, with over four feet water in the channel. The boats now at the landing are filling out rapidly and will be ready to leave as soon as we have more water. Among them we note the Eclipse, for Louisville; the Miami and Cricket No. 3, for Cincinnati; the Benton and Nevada, for St. Louis. Freights for the various points are plenty, at fair prices. The Allegheny river packets, six in number, are all ready, and will leave for Oil City as soon as the water will permit. On the resumption of navigation business will, no doubt, open up in earnest. Among the sales were the following :

HAY—The sales yesterday were the largest we have reported for some time past, amounting to 23 loads of various descriptions, at a wide range of prices, viz : $25@25@30@35 ₹ ton. That sold at the former prices being an inferior article.

BUTTER—We have no change to notice in this article. The demand was fully up to the supply hence former prices were well maintained. We note sales of 1,800 lbs fresh roll at 28@30c; 1,000 lbs do, the terms withheld, supposed to be 28c.

FLOUR—The market was dull; buyers manifested no disposition to operate, still holding out for lower figures. The holders take matters easy, they seem determined to hold on, at least for the present. The consequence is, we have only small sales to report at previous rates, all from store, viz: Extra, 150 bbls at $6 25@6 40@6 50; 100 bbls Extra Family at $7 25@7 50. Sales of 96 bbls, a favorite brand, Extra Family at $7 40@7 45 ₹ bbl.

BACON—We have nothing new to notice in regard to this article. The demand was active and sales regular, with a firm market at the late advance. The stock in this market is not large, and from the amount that daily changes hands, unless speedily replenished, our dealers will soon run short. Among the sale we note as follows : Shoulders.—Sales 9,000 lbs prime, 10c sides.—Sales 5,000 lbs 11¼@11¾. Plain Hams scarce. Sales 4,000 lbs 13@13½. S. C. Hams.—Sales 4,500 lbs 14½ ₹ lb.

SEEDS—The market was inactive, with more sellers than buyers. The rates were, in a great measure nominal at—*Clover*, $6 75@8; *Timothy*, $3@3 25; *Flax*, $2 70@2 80 per bush.

HIDES—The demand was fair and sales were made to a fair extent. Sales Green Salted at 11@11½; Dry Flint, 22@23, and Green at 21@20.

DRIED FRUIT—The market was active with a good local demand for all descriptions. Apples ranged from $2 20@2 40 per bush. Sales of 100 bush prime Peaches at $5 40@5 50 per bush.

GRAIN—The market was inactive, and buyers are asking a larger concession than holders are willing to submit to, hence the transactions are few and far between. The rates were nominal for most articles as follows :

Wheat—Red, $1,40@1,42; White, $1,46@1,48.

Oats—Dull, at 78@80.

Corn—Dull, and small sales were reported at the depot at $1,10c. From store, the usual advance was obtained,

Barley—Spring was held at $1,25@1,28; Fall, $1,48@1,50.

Rye—Was nominal at $1,20 per bushel.

WHISKY—The market was still unsettled, with small sales of City Rectified at 85c@90c as per terms.

GRASS—There was a steady local demand for the various descriptions. As prices were unchanged we omit quotations. Holders, however, were very firm. Stocks only moderate.

APPLES—The demand is increasing, with sales from store at $3@3 25 ₹ bbl. Stocks very moderate.

FISH—The market was free, with a good local demand at former quotations.

PITTSBURGH OIL MARKET.

OFFICE OF THE COMMERCIAL, Wednesday, Feb. 24, 1864.

Business in the oil way was inactive; in fact, there was nothing done worthy of notice. The stock in the market at present being limited, holders were very firm in their views, and some were holding off for a further advance. The prospect of an early resumption of the navigation of the Allegheny has caused buyers to wait and see what may turn up. The fact is, the difference between the views of buyers and sellers was from 1 to 2c ₹ gallon. From the East the reports were in favor of buyers. We could learn of no sales worth noting. The rates were as follows :

Crude—In bulk, 20c; package included, 25@26c. Sales of 300 bbls at these figures were reported.

Refined—For bonded, 40c were offered, and 46c asked; Free 50c offered and 55c asked.

A few days will doubtless open up the market. In other descriptions oil oil prices were unsettled.

RIVER MATTERS.

THE RIVER—Last evening at twilight there were four feet four inches by the metal mark, and rising slowly. The weather was quite warm for the season. We notice that the steamers at the landing are getting ready to depart as soon as the water will permit.

THE first class packet Nevada, Capt. Brickell, is announced for Cairo and St. Louis.

THE packet Leonidas, Captain Anawalt, is announced for Cairo and St. Louis. She will have dispatch.

A LARGE number of boats will be due from Cincinnati, as soon as the river will admit of navigation.

THE favorite steamer "Golden Era," Captain Bryan, is announced for Clarksville and Nashville.

THE splendid passenger steamer Cricket No. 3, Capt. Black, is announced for Cincinnati and Louisville.

Capt. J. J. Robinson's splendid side-wheel packet, Muscatine, is announced for Cincinnati and Louisville.

THE new and splendid steamer Benton, Capt. Rea, is announced for St. Louis and Missouri River. She will go through without reshipping.

THE fine packet Eclipse, Capt. Wise, is announced for Cincinnati. Persons going that way will find fine accommodation and attentive officers.

THE punctual packet Miami, Capt. Bryson, is announced for Cincinnati this day. This boat is noted for superior accommodations and attentive officers. Capt. A. Robinson will do the honors in the office.

The splendid packet James Watson, Captain Watson, is announced for Cincinnati. This boat comes to us specially recommended by our friend Miller, of the *Commercial*. Of course she is all right. Mr. Montag, who has charge of the office, is a clever and attentive officer.

$150 BOUNTY.—THE FOURTH WARD, Allegheny City, is prepared to pay a BOUNTY OF ONE HUNDRED AND FIFTY DOLLARS, (in addition to the Government Bounty,) to Volunteers sufficient to fill its quota under the call of the President.

Application for the Bounty will be made to J. C. McPherson, Esq., Treasurer of the fund, at the Mechanics' and Farmers' Bank, Allegheny city, (accompanied by a certificate from any Provost Marshal, or recruiting officer, that they have enlisted, the recruit designated to be credited to the Fourth Ward, Allegheny city,) being the Fourth sub-district of the 23d District of Pennsylvania.

THOMAS M. HOWE,
President of Bounty Fund Board, of 4th Ward, Allegheny city. fe6

BOOKS FOR FARMERS AND GARDENERS.

We have for sale, at Publishers' prices, a large assortment of Books, on Agricultural and Horticultural subjects, embracing,

Young's Farmers' Manual;
Shepherd's Own Book;
American Farm

The Daily Commercial.

FINANCE AND TRADE.

List of Local Stocks and Securities.

REPORTED BY S. S. BRYAN, BROKER, 59 4TH ST.

	Par	Val.	Last Sales.
Bank of Pittsburgh	$	50	$ 66
Exchange Bank		50	68
Merchants' & Manufac. Bk		50	53¾
Mechanics' Bank		50	62
Allegheny Bank		50	56¾
Citizens' Bank		50	60¼
Iron City Bank		50	63¾
Iron City Trust Co		50	54¾
Manchester Savings Bank		50	49
Citizens' Insurance Co		50	60
Western Insurance Co		42	53¾
Eureka Insurance Co		50	48
Mong. Insurance Co		50	33
Pitts. 5 per ct. Coupon Bonds	1,000		730
Allegheny County do. do	1,000		745½
Allegheny Valley R. R		50	10
Pittsburgh & Conns. R. R		50	9½
Monongahela Nav. Co		50	44
Allegheny Insurance Co		25	28½
Peoples' Insurance Co		25	28¾
Pittsburgh Gas Co		50	84

MINING STOCKS.

	Paid in	Off.	Ask'd.
Mass	$	4	5½
Northwestern	7 05	12½	13
Great Western	1 00	4½	5
Dacotah		4	6
Pitts. and Boston	5 55	88	90
National	5 50	30	32
North Chil	2 50	5	5½
Bay State		18¾	20
Central	4 35	57½	59
Isle Royal	16 10	22	25½
Minnesota	3 50	82	84

New York Stock Market.

Reported by telegraph especially for the Daily Commercial, by GALLAHER & BRO., *Bankers, No. 18 William street, New York.*

NEW YORK, Feb. 23, 1864.

Gold 157¼. Government Securities were firm yesterday.

N Y Central	136	C & N W	53¾
Erie	101½	Pitts. & Ft. W	100
Erie pref'd	106¾	T H & A	67½
Harlem	122¾	Toledo & W	69¾
Mich Central	138	Canton	145
Mich. Southern	98¼	Cumb'd Coal	69
Ill Central	134⅝	Quicksilver	62¾
Clev'd & Pitts	117½	Mariposa	65
G. & C	120	Sandy R'vr CO Co	91
Chicago & R I	121½		

The supply of money in the banks, in the various loan houses and on the street is at present very great and steadily on the increase. It is coming in from the country districts, and capital is accumulating to such an extent at all the great centers of trade, that money is becoming too plenty. In the absence of any demand for the legitimate branches of trade the great volume of the supply is seeking investment in stocks. This tends to speculative movements, and every class of these securities are on the rise. In New York money is abundant at 6 per cent., and at this price there was more offered than could be used. A good many balances are left at 5 per cent, and the rate is steadily tending downward. There is a pressure to lend in all directions, not only from city banks, but from a wide circle of country institutions which find in Wall street employment for their capital. The policy of the Treasury Department is now increasing rapidly the volume of money, and as a natural result, prices rise. Paper money, issued by the Government, acts in a more limited territory than gold would occupy, the latter having a world-wide value, while the former has no great importance out of the United States. The expenses of the war, represented by issues of paper credits, possess great power in expanding prices, and in the absence of military successes and a prospect of peace, quotations must naturally advance upon every commodity, and upon all kinds of securities.

—The following statement from a well-posted money article writer of New York, shows the magnitude of stock operations in that city last week, and is confirmative of an article on Saturday:

"The transactions in the stock market during the last week are the largest on record—the total number of railway shares sold at the regular board being 317,961, of which 107,800, or over twenty-five per cent, were time sales; and at the public board and at private sale it is estimated that about 400,000 shares changed hands, making the total sales for the week 800,000 railway shares, at the par value amounting to $90,000,000."

—The determination of the New York State authorities to subject the banks to taxation, and the consequent disadvantage which they labor under in competing with the new National institutions, has led to a meeting of the representatives of the city banks to consider the subject and to take action thereon. These banks have had a long, profitable and honorable history, and they very naturally hesitate at winding up and reorganizing under the National Law. They see, however, that new institutions under this law will have a decided advantage over them, both in the matter of government patronage and exemption from taxation, and it is very clear that they cannot continue to struggle against such decided odds. The Legislature of that State must at once intervene and lessen the burden of taxation on the banks, or be prepared so see them in a body lay down their charters and reorganize under the new law. Such a violent revolution would be productive of great evil, and it would, beside, deprive this city of a very large sum in annual taxes. Better by far that our State banks should have a fair chance to compete with the new system, and that the change, if it be inevitable should be slow and gradual.

—The amount of gold shipped at San Francisco from the 1st to 13th of January was as follows:

To England	$2,211,673
To New York	686,895
To other ports	388,748
Total	$3,287,314
Corresponding period in 1863	2,622,775
Excess this year	$ 664,539

—The following is a list of National Banks authorized to commence business, up to Feb. 20th, 1864:

First National Bank of Milton, Pa. J. W. Brown, president; S. D. Gordon, cashier. Capital, $55,000.

Sixth National Bank of New York City. C. Darling, president; J. W. B. Dobler, cashier. Capital, $100,000.

First National Bank of Oswego, N. Y. Thos. Kingsford, president; A. A. Bradley, cashier. Capital, $100,000.

First National Bank of Fall River, Mass. John S. Brayton, president; Chas. A. Barrett, cashier. Capital, $200,000.

First National Bank of Sidney, Ohio. Hugh McElroy, president; Roweil Gibbs, cashier. Capital, $52,000.

First National Bank of Mt. Gilead, Ohio. J. W. Briggs, president; R. J. House, cashier. Capital, $100,000.

First National Bank of Canandaigua, N. Y. George Cook, president; W. D. Munger, cashier. Capital, $75,000.

First National Bank of St. Charles, Mo. Eugene Gauss, president; John E. Stonebraker, cashier. Capital, $50,000.

First National Bank of New Bedford, Mass. Joseph Grinnell, president; John P. Parker, cashier. Capital, $600,000.

First National Bank of Hornersville, N. Y. Ira Davenport, president; Martin Adrit, cashier. Capital, $50,000.

Second National Bank of Springfield, Ohio. Wm. Foos, president; G. S. Foos, cashier. Capital, $100,000.

Second National Bank of Lansing, Michigan. James I. Mead, president; Jos. Mills, cashier. Capital, $50,000.

First National Bank of Friendship, N. Y. Geo. W. Robertson, president; A. J. Wiltman, cashier. Capital, $50,000.

First National Bank of Plattsburg, N. Y. Z. C. Piatt, president; H. Walworth, cashier. Capital, $50,000.

First National Bank of Amenburg, Mass, Patten Sargean, president; Wm. H. Haskell, cashier. Capital, $50,000.

First National Bank of St. Albans, Vermont. Hiram Bellows, president; Albert Lomles, cashier. Capital, $100,000.

Total number of banks, 269. Total amount of capital to February 20, 1864, $32,252,200.

Philadelphia Petroleum Market.

Correspondence of the Commercial.

PHILADELPHIA, Feb. 20, 1864.

The Petroleum market has not been characterized by much activity this week, but there has been a moderate trade effected, and an encouraging feature of the market is the steadily increasing home consumption demand for the article. There has been a moderate demand for Crude, and we advance our quotations one cent a gallon, with sales of 1500 bbls early in the week at 28@28½c, and 1000 bbls at the close at 29½c. Some holders now ask 30c. The receipts have been small, and the freezing up of the streams in the West will keep back supplies. Of Refined Oil, about 3000 bbls. sold at 45@46c, part f. o. b., and some contracts have been made for March and April delivery at 50c. Of Free Oil, about 800 barrels sold at 53@54c, and small lots at 55@56c. Petroleum has been in better demand, and 500 bbls. sold at 85,50@85,75. Benzine ranges from 22 to 24 cents, but is inactive. The exports since our last comprise 4,324 barrels to Cork, per "S. D. Ryerson;" 2,026 barrels to Marseilles, per "Tubal Cain;" 1,500 barrels to the same port, per "Frank A.;" and 4,791 gallons to other ports. The brig "Edith" was taken for Rotterdam with 1,000 barrels Refined at 7s.

The following are the receipts of Crude and Refined Petroleum at this port during the past week:

Crude, bbls	3,084
Refined, bbls	4,760
Freights to Cork	85 6d ₰ bbl
Freights to Marseilles	6s 0d ₰ bbl
Freights to Havre	7s 0d ₰ bbl
Freights to Rotterdam	7s 0d ₰ bbl
Freights to Boston, on deck, 75c	85c ₰ bbl
Freights to New York, on deck 90c	90c ₰ bbl
Exp'd from Phila. since Jan. 1st	640,995 gall.
" " same time last year	363,308 "
Increase this year	277,587 gall.
Exp'd from U. S. since Jan. 1, '64	3,022,953 "
" " same time 1863	4,064,637 "
Decrease in 1863	1,041,684 "

Yours, very respectfully,
COCHRAN & RUSSELL,
No. 22 North Front street.

Louisville Iron Market.

IRON, NAILS AND STEEL.—Bar S. C. 6½c; charcoal 7½c; pig $35@70, hot and cold blast. Nails $6 25 for 10's; other sizes in proportion in lots of 100 kegs and upwards. Caststeel 32c; American blister 19c; Steel slab 13½c, and wings 16½c; Horse Shoes at 10c and Horse Shoe Nails at 25c. Pennsylvania Sheet Iron 11½c; Juniata 12c. Hoop Iron for Tinch. Sales Hanging Rock Pig Iron at $63@70 per ton.

Cincinnati Whisky Market.

Whisky—The demand is only moderate, but prices have not undergone any change. The sales were confined to about 300 barrels at 30@30½c, the latter rate for wagon.

Louisville Tobacco Market.

Tobacco—Sales of 142 hhds, as follows: 1 at $3 50, 13 at $4, 22 at $5, 16 at $6, 12 at $7, 10 at $8, 5 at $9, 4 at $10, 6 at $11, 4 at $12, 5 at $13, 4 at $14, 6 at $15, 7 at $16, 4 at $17, 7 at $18, 1 at $19, 5 at $20, 2 at $21, 4 at $22, 1 at $23, 1 at $24, 1 at $25, 1 at $30, and 1 at $42 50 per 100 lbs.

Oil Sales.

Sperm Oil has been in good demand at New Bedford, at $1,55 per gallon for prime; sales of 1300 bbls are reported, of which 150 bbls were for export and the balance for home use. Transactions have been 1500 bbls at $1,63 per gallon; 550 bbls at $1,65; 600 bbls on private terms, 200 of which were above $1,65.

Leaf Tobacco Receipts at Louisville.

Tobbacco—The receipts of Leaf Tobacco for the past week foots up as follows, viz: Monday, 235 hogheads; Tuesday, 279 do; Wednesday, 227 do; Thursday, 181 do; Friday, 200 do; Saturday, 145 do. Total, 1361 hogsheads. Not bad for war times.

Philadelphia Market.

The Hay and Straw Market.—During the past week 420 loads of Hay and 51 of Straw were weighed and sold at the Farmers' Hay and Straw market, North Seventh street. The cold weather had the effect to limit the supply, in consequence of which prices advanced somewhat. Best quality of Timothy Hay sold at $1,30@1,40 ₰ 100 lbs; inferior grades were bought by balers at $1,20@1,25 ₰ 100 lbs; Straw was in demand at $1,20@1,25 @ 100 lbs.

Louisville Provision Market.

Provisions—During the week the market has been very fine, and an advance has been obtained on all sales. We notice sales of 200 tes kettle Lard at 13c; 5,000 pieces clear bulk Sides at 10½c, and 5,000 pieces at Crawfordsville, Ind., at 10¾c; 50,000 lbs clear ribbed bacon at 10¾c. Holders now ask—Mess Pork, $22 50; Lard, 13c; bulk meat Shoulders, 7¾@8c; clear Sides, 10¾c; Bacon—Shoulders, 8½@9c; Sides, 11½c; Hams, plain, 12½c; Hams, sugar-cured, 13½c; canvassed, 14@14½c.

New York Metal Market.

Iron is scarce, high and in request, even at higher rates than ever known before; small sales of Scotch pig are making at $50@52 ₰ ton, cash, and of American at $47,50@50 ₰ ton for No. 1, the latter an extreme rate for small lots of best brands, delivered at Elizabethport, and $100 for Phœnix rails, cash, in Philadelphia.

Lead—Pig has been in good demand, and with only a limited supply offering, the market is firm; sales of 100 tons soft Spanish, to arrive, at 8c 50 cash, payable in gold, 100 M. and 60 tons, also to arrive, on private terms; but lots on the spot readily command 9¼, cash, in currency. Bar is selling at 13c, and sheet and pipe at 14c cash.

Chicago Market.

Receipts of live hogs 1,653, dressed hogs 961, cattle 1,014.

Live hogs continue firm, though less active, for want of supply, with only trifling sales at $6 50@6 85 for lots.

Dressed hogs steady at $7 75@8 00 under 200 lbs; $8 25@8 50 over 200 lbs.

Cattle active and firm at $4@4 50 for fair; $4 75@5 75 for medium to good; and $6@6 50 for choice lots.

Mess pork is firm, with sales at $25. Prime mess firm at $17 50@17 75. Pickled hams quiet and firm.

English meats quiet, at 10c for Cumberland-cut; 10@10½c for short rib; 11c for short clear middles, and 12¼c for long-cut hams.

Bulk Meats firm and quiet, nominally at 9½@9¾c for Shoulders, loose; 7¾@8c, packed; 10@10½c, Hams, loose; 10½@10¾c packed; 9@9¼c for for rough Sides.

Lard firm, and a shade higher; sales of 1200 tes at 12¾@12½c for prime; 11¾@12c for No. 1. Grease in demand; prices unchanged.

Flour active; sales of 5000 bbls at $5 50 for good spring extras.

Wheat firm, and 1@1½c higher, at $1 47½@1 48 for No. 2 Spring, $1 11 @1 12 for No. 2 do.

Corn firmer, at 87c@89c for old; 79c@82c for new.

Oats dull, at 64@65½c.

Rye quiet, at $1 02@1 07.

Barley firm, at $1 16@1 37 for good to choice. Highwines heavy, at 82@83c.

Boston Dry Goods Market.

The Shipping List says: The market is comparatively quiet the past week. The stock of desirable cottons is very light, but the trade during the week have purchased sparingly, and prices are the same as previously noticed. We quote standard Sheetings at 42@43c, with sales mostly at 42½c; light and medium Sheetings and Skirtings are selling moderately at previous prices. Bleached Shirtings and Shirtings remain without change, but sales continue to be confined to small lots. Brown Drills are quiet at 42½c, but the stock of these goods on the market is small. Cottonades continue to be sold close into production at full prices. Denims, Stripes, Ticks and Jeans have been quiet, but prices are well sustained, with few goods offering. Print cloths are quiet at 17½c for 64x64.

Prints continue in steady demand and are selling from 19 to 25c, as to quality. The production of leading mills continues to be taken as fast as received.

Ginghams remain without change, and are well sold up.

Delaines have been in demand, and the different styles sell readily at 31@32½c.

Pacific Challies are selling at 32½c, and Lawns at 25c for 1200's and 27c for 1400's.

Hiders of Wool have now given up all hope of any improvement, and are free sellers at the current rates, while manufacturers have become rather more indifferent about supplies. The public and private sales of the week add up, however, near 2,000,000 lbs. Prices of Woolens are very firm, and the deliveries of Shawls, Sackings and fancy Cassimeres, upon orders, are quite large. The demand at the moment for new goods is not, however, so brisk as we have had occasion to notice for some weeks past.

Milwaukee Market.

Flour—Last evening and to-day considerable was done in the market, sales of which we give below: 500 bbls Sugar River extra spring at $5,-30; 600 bbls Monitor do at $5 30; 500 bbls country do fo b at $5 40; 100 bbls Victor Extra spring at $5 50; 33 bbls Palmyra winter at $5 75; 80 bbls of Pioneer superfine at $4 25; 380 bbls superfine at $4; 107 do at $4 10; 100 bbls do at 4 20.

Wheat—The foreign news brought by the steamer City of Manchester, caused great excitement in the market yesterday afternoon and evening, and No. 1 advanced from $1 17½, the closing figure on 'Change, to $1 20, and nearly 150,000 bushels were disposed of at prices all the way from $1 18½@1 20. This morning the excitement continued, but the arrival of a steamer with later dates stating a decline put a damper on the market, still it did not go below $1 19, this being 1½c above the closing sales on Change yesterday.

The market has been an active one to-day and including the sales made last evening, nearly 300,000 bush have changed hands. At the close of 'Change the market was firm at $1 12@1 19 for No. 2 and 1 in store. Below we give sales of the day up to 1 p. m.:

18,000 bush No 1 cash at $1 19; 20,000 bush do at $1 19¼; 13,000 bush do at $1 19½; 20,000 bush do at $1 20@1 20¼; 10,000 bush to 5 all month at $1 19½; 10,000 bush do at $1 20; 3,000 bush do at $1 22; 5,000 bush do till March 10 at $1 19¾; 116 bags by sample delivered at $1 16; 10,000 bush No 2 at $1 12; 2,000 bush do at $1 13½.

Oats—Receipts 1,800 bush; sales of 160 bags at 64c delivered.

Corn—Receipts 300 bush; sale of 3 cars delivered at 83c.

Rye—Receipts 425 bush; sale of 50 bags at 93c delivered.

Barley—Receipts 492 bush; firm at quotations; prime is held at $1 26@1 28; No 1 in store at $1 20@1 22, No 2 do at $1 15.

Wool—The N. Y. *Tribune*, of Saturday, in commenting upon the Auction sales of Foreign and Domestic Wool at Boston, on Wednesday last, a report of which will be found in Saturday's *Commercial*, says:

"Our interior readers are somewhat puzzled why they cannot obtain a more ready sale for their wool, and better prices; but had not our article already assumed too great a length we could point out the principal causes. A delegation of wool growers, as we stated yesterday, are now in Washington urging upon Congress an increased duty of 10c ₰ lb for fine Wool. What is the use to increase the duty on the raw material if we allow the manufactured articles to be imported at a price that will undersell our own productions? It is doubtful, then, if the sage counsels which prevailed in that Convention applied the knife sufficiently to the root of the evils which they complain of. Had they thought over the matter seriously they would discover they had enemies to contend against worse than the canine tribe which they wanted to annihilate. But the sense of the Convention was reduced by deceptive declamation, and it only arrived at futile results. Woolen producers, in the meantime, will find no difficulty in supplying their most urgent wants in this market so long as foreign Wools continue to arrive here in such large quantities, and to sell at prices lower than Exchange would warrant as compared with the current rates in the great markets abroad."

IMPORTS BY RAILROAD.

Cleveland and Pittsburgh Railroad.—J Hoovy, 1 lot castings; R Robinson, 709 hams, 629 shoulders; King & Co, 3 hhds clay; A J Hagan, 156 sks feed; J Gardner, 100 bbls flour; L H Voight, 39 bgs dried fruit; C B Leech, 100 bbls flour; Davis & Phillips, 34 copper pipes, 10 pkgs copper, 1 bx, 1 bbl, 2 pcs brass, 3 bxs; B A Fahnestock & Co, 20 bxs star candles; Day & Co, 4 bxs hardware; W Badger, 4 bxs drugs; J Beiz, hf bbl varnish; J Lowry & Co, 212 bush corn, 132 do oats; T Moore, 165 bgs rye; A R Greggory, 10,000 ft lumber; Bingham & Co, 1 bale hay; J Morehead, 9 tons iron; G H Huffworth, 310 hides; Hitchcock & McCreery, 97 sks corn; Zug & Painter, 1 bbl old iron; M Rowan, 1 mower; W W Wallace, 26 grindstones; S Harbaugh & Co, 259 stone heads; W Edmonds, 30 bbls ale, 65 hf do; C Slade, 1 car staves; J S Leggett, 140 sks wheat; H Kauffman, 7 bxs dry goods, 1 trunk; W McCutcheon, 9 bbls beans; Lippincott & Co, 99 doz shovel handles; Perkins Co, 26 bdls paper; D Phillips, 4 sks wool; Hartley & Co, 1 bx mdse, 2 stools, 2 posts; H H Collins, 30 churn tops; Cook, Pettit & Co, 3 bbls flour, 2 bbls lard, 1 keg do; P McKelvy, 1 car of baled hay; J H Ralston, 22 green hides; Head & Metzgar, 20 bbls flour; H H Collins, 47 bbls pearls; Hartman & Wave, 200 rolls roof paper; John Hamilton, 31 sks oats; L H Votght, 1 bbl butter, 2 bbls eggs; Robinson & Co, 31 doz brooms; Hitchcock, McCleary & Co, 2 cars baled hay; Wm Farrell, 42 doz brooms; Lindsey & Telford, 5 doz brooms; G Wainright, 9 empty ale bbls; Lyon & Gregg, 20 bdls r traps; J A Young, 2 cars baled hay; B A Fahnestock & Co, 880 pigs pig lead; Barnhart & Co, 21 sks sweepings, 4 sks ship stuff, 32 sks middlings, 63 do bran; D Wallace, 50 bbls; Joshua Rhodes, 200 bgs barley; Lippincott & Co, 1 circular saw; J S Liggett & Co, 138 sks wheat; Hammner & Dailer, 3 bales of tow; F Seilers & Co, 1200 shoulders; J P Howard & Co, 50 tes lard; Douglass & McKean; 1 car lumber; John A Caughey & Co, 42 bbls carbon oil, 34 e bbls; J S Liggett, 149 bags wheat; Seibert & Co, 14 bbls tallow; D R Galway, 1 car load of shelled corn; D Wallace, 400 bags barley; John Law 4 cars baled qay.

Per Allegheny Valley Railroad.—Martin, Oliver & Brickel, 215 bars iron; 86 bdls and 40 bars iron; Spang & Co, 1 car iron; J S Liggett & Co, 23 bgs wheat; H C Pavitt, 22 bgs oats; G W Ross, 25 bags do; H Burgsman, 38 sks oats; J Headgress, 27 bgs potatoes.

MARINE AFFAIRS.

OCEAN STEAMERS.

Movements of European Steamers.

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent, call at Southampton.

FROM EUROPE.

Name.	Date.	From	For
Hammonia	Feb. 9	Southampton	N. Y.
Sidon	Feb. 9	Liverpool	New York.
City of London	Feb. 9	Liverpool	New York.
Asia	Feb. 13	Liverpool	New York.
Pennsylvania	Feb. 16	Liverpool	New York.
Canada	Feb. 20	Liverpool	Boston.
Bavaria	Feb. 23	Southampton	N. Y.
Australasian	Feb. 27	Liverpool	New York.
Germania	Mar. 8	Southampton	N. Y.
Teutonia	Mar. 19	Southampton	N. Y.

FROM AMERICA.

China	Feb. 24	New York	Liverpool.
City Manchester	Feb 27	New York	Liverpool.
Africa	Mar. 2	New York	Liverpool.
Sidon	Mar. 2	New York	Liverpool.
Hammonia	Mar. 5	N. Y.	Southampton.
City of London	Mar. 5	New York	Liverpool.
Asia	Mar. 9	New York	Liverpool.
Bremen	Mar. 12	N. Y.	Southampton.
Canada	Mar. 16	New York	Liverpool.
Bavaria	Mar. 19	N. Y.	Southampton.
Germania	April 2	N. Y.	Southampton.
Teutonia	April 16	N. Y.	Southampton.

For New-Orleans, Havana, &c.

Creole	Feb. 24	New York	N. Orleans.
Roanoke	Feb. 24	New York	Havana.
GeoWashington	Feb 27	New York	N. Orleans.
Corsica	Feb. 29	New York	Nassau.
Evening Star	Mar. 3	N. Y.	Havana & N. O.
Morning Star	Mar. 19	N. Y.	Havana & N. O.
Evening Star	April 2	N. Y.	Havana & N. O.

Quick Passage.

The British packet-ship Minnehaha, Captain McGrath, of G. & J. Knox & Co's Londonderry and New York Passenger Line, which sailed from New York on the 17th of January, arrived at Londonderry on the morning of the 1st of February, making the passage from port to port in the unusually short space of 14½ days. The average of her last three passages is less than 18 days.

Lake Navigation.

With the opening of navigation, several new lines of propellors will commence running our lakes, two of them in conjunction with prominent railroads. We understand that a number of gentlemen in Detroit and elsewhere, connected with the New York Central and Michigan Central railroads, have purchased eight propellors of the Western Transportation Company, and propose to start a daily line from Buffalo to Detroit. The propellers bought by them are the Sagina, Live Yankee, Pasha, Illinois, Mayflower, Dunkirk, Mary Stewart, Missouri and Marquette. To this line of staunch boats one or two propellers will be added. One is now building at Cleveland, and will cost $80,000. She will be a first-class boat in all points.

Capture of Blockade Runners.

The Navy Department has received dispatches from the East Blockading Squadron, detailing the capture of the British schooner Eliza, and British sloop Mary, both from Nassau, while attempting to run out of Jupiter Inlet, Florida, with cargoes of cotton. One of the passengers on the latter was on his way to purchase machinery, with the intention of starting a woolen factory in the South. The sloop Caroline was also captured while attempting to run out of Jupiter Inlet. The British sloop Young Racer, laden with salt, was run ashore and destroyed. The schooner Wm. A. Kain was captured while waiting an opportunity to run the blockade with 50 bales of cotton, and nearly 3,000 pounds of tobacco.

The British Navy—Its Strength, &c.

The official announcement concerning the present strength of the British navy, states that at the commencement of the present year the number of effective ships was 575 of all classes. This large number does not include many which are now doing duty in various harbors at home and abroad, and which, if the necessity arose, could be readily converted into blockade ships for the defence of the coast; nor does it include many wooden and iron mortar boats laid up at Chatham. There are 72 line-of-battle ships, each mounting from 74 to 120 guns; 42 of from 60 to 84 guns each; 61 steamers and other ships carrying from 22 to 45 guns each, the majority of which are declared to be equivalent to line-of-battle ships; 25 screw corvettes, each carrying 21 guns; and 500 of all classes, carrying from 4 to 6 guns each. There is also a fleet of 185 screw gunboats, each mounting two Armstrong guns, most of them fitted with high pressure engines, each of 50 horse power. The total number of ships of all classes in commission in every part of the world is upwards of 300, the remainder being attached to the reserve squadron, at the various naval ports, partially equipped, and ready for service when they may be required.

Steam Navigation on White River.

The recent arrival of the Lizzie Winkle at Indianapolis, from Waverly, has sent the old time chroniclers of that city to their reminiscences. Antiquated newspaper files are rummaged, and the history of the steam navigation of White river set forth. The pioneer of the great enterprise appears to have been Noah Noble, who used persuasions and money to induce some adventurous captain to explore the stream. Mainly through his representations, the steamer Victory (in June, 1830) ascended to Spencer, Owen county, where, on account of the rapidly falling river, she discharged her cargo and returned. During the preceding April the Traveler, of thirty tons burthen, from Louisville, had arrived at the same port, where she, too, speedily put back. In July, 1831, on the 11th day thereof, the grand achievement was accomplished. The steamer Robert Hannah, purchased by a company of contractors on the Cumberland road, for the purpose of carrying stone from the bed of the lower river quarries, arrived at Indianapolis. The event was the occasion of public demonstrations and rejoicings. Meetings passed congratulatory resolutions, the big gun was fired, and the captain was feted and lionized. The boat, though, was found unfit for the business, and, after giving a party of ladies and gentlemen a pleasure trip to Broad Ripple, turned toward the Ohio, and was wrecked on Hog Island.

RIVER MATTERS.

CINCINNATI.

The river has receded only eight inches during the forty-eight hours ending last night, with eight feet between Louisville, five feet in the canal and three feet in the Indiana chute over the Falls. The lower Ohio is in fair navigable order, and falling. There are four feet and rising in the Cumberland. There are four feet and falling in the Kanawha. The Kentucky river is falling, with only four feet at Mundy's Landing.

The Bostona No. 3, has departed for Portsmouth; Dunleith for Nashville; and Golden Eagle for Memphis.

The Darling, Capt. Frank Y. Batchelor, has arrived.

The Silver Moon arrived from Memphis, with 150 bales cotton, 250 hhds sugar, 20 tons of scrap iron and several small lots of other freight. The Silver Moon met thin ice about one hundred miles below Louisville, and heavy ice that had passed over the falls, fifty miles below Louisville. When she neared the Big Miami, Capt. Sisson discovered that the ice had gorged from shore to shore, but not relishing the idea of laying up after fighting his way through the heavy running ice to within a few miles of his destination, he pushed on.

Her officers report the Glendale laid up in the mouth of the Kentucky river, and the Argonaut, from St. Louis, opposite Lawrenceburg. They also report that the Lady Franklin, from Memphis, passed into the canal, and came as far up as Utica, but finding the ice too heavy returned to Louisville.

MEMORANDUM OF THE GOODY FRIENDS, FROM NASHVILLE.

The banks all along the river for some distance below the Shoals are lined with freight from different boats, so as to admit them to get over. It is principally Government stores.

We passed the steamer Cumberland River with two large barges in tow, freighted with railroad iron, tied to the bank at Betistown; also, gunboat No 22, (Springfield,) at the same point, on their way to Nashville, at 9:30 this morning.

Passed the steamer Kate Cassel this morning at 11 o'clock, bound for Nashville, "wooding up" at the mouth of Harpeth river.

The following boats were in port at Clarksville when the Goody Friends left:

Belle List, Princess, Prima Donna, Emperor, Key West, No. 4, Crescent City, Silver Spray, Huntress, Carrie Jacobs.

Passed the Henry Pitzhugh, of the Lovel Line, (which left Cincinnati some eight days ahead of the Goody Friends,) this morning at 11:30. She was lying aground, out against the dam, on Harpeth Shoals. From appearances it would take some time to spar her off. She was on her way to Nashville.

We also passed the towboat H. L. Hyatt, with two barges in tow, loaded with Government hay, at the head of the Shoals, at noon to-day, bound for Nashville.

We passed the Nannie Byers, bound for Cairo and St. Louis, at the foot of Robinson's Island, fifteen miles this side of Nashville, at 2:30 this afternoon.

The Ellie Deans passed down at 4 p. m., at Zollicoffer, seven miles this side of Nashville. We also passed the M. V. Baird, with a wood barge in tow, at the same time, bound for Nashville.

The Areola passed down at 4:20, at Five-Mile Ferry.

The weather to-day was clear and pleasant, with more than a stiff cool breeze. The Cumberland is rising slowly, with scant four feet on the Shoals.

The following boats were in port when we arrived:

Dacotah, Jennie Hubbs, Conway, Emma, Alpha, Idahoe, Huntress, J. H. Baldwin, John A. Ficher, Louisville, Thistle, S. B. Young, Revenue, (Goody Friends,) America, Hawkeye State, Shamrock, Reindeer, Huntsman, Key West No. 4.

Order for the Protection of steamers on the Mississippi from Fire.

CAIRO, Feb. 21, 1864.

General Buckland has issued the following General Order No. 9, of great interest to all interested in river matters:

HEADQUARTERS DIST. OF MEMPHIS, TENN., }
Feb. 18, 1864. }

For the greater protection of transports from danger of loss by fire, it is ordered—1. That every steamboat navigating the waters of this District, with the exception of ferry boats and such boats as are laying up for repairs, shall at all times keep a watch of at least four men on every boat not exceeding 400 tons measurement, and six on all boats of greater tunnage, two of whom in the first, and three in the latter class, shall be at all times on duty, one on boiler, one on main, and one on hurricane deck, and continually passing their respective decks until relieved, and all boats lying up for repairs shall keep a like watch of at least four men—said watch to be carefully selected and registered as such in portage book. 2. Every steamer shall at all times, except when storing freight in, or discharging freight from hold, or in other cases of actual necessity, keep the hatches and scuttles securely closed and locked, the key to be kept by the captain or first mate, who shall be held responsible for the same, and without whose permission no person shall be allowed to go into the hold. He shall, also, at all times, when the hold is open, place an extra watch therein.

3d. Every boat shall keep at least one barrel of water on each fore and after guard, and four barrels on the hurricane deck; also, two dozen buckets for boats of first class, and four dozen buckets for boats of second-class; and shall also keep its hose constantly attached to its pump, and ready for instant service.

4th. No candle or open light shall be allowed in hold or state-rooms of any boats.

5th. From and after this order no skiffs or small row-boats shall be permitted to ply in this harbor; but every boat, except those belonging to steamboats, shall be taken to such place as the Provost Marshal shall direct, and there be kept under guard until further orders. Small boats of all steamers shall be kept on deck, or properly drawn out of water.

6. Steamers shall, according to their proper authority, be held strictly accountable for enforcement of this order on their several boats, and for extraordinary care and watchfulness.

7. Depot quartermasters shall appoint some suitable and experienced person, who shall have general control of all boats within the harbor of Memphis under this order. By order of

Brig. Gen. R. P. BUCKLAND.

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